

# Latitude 38

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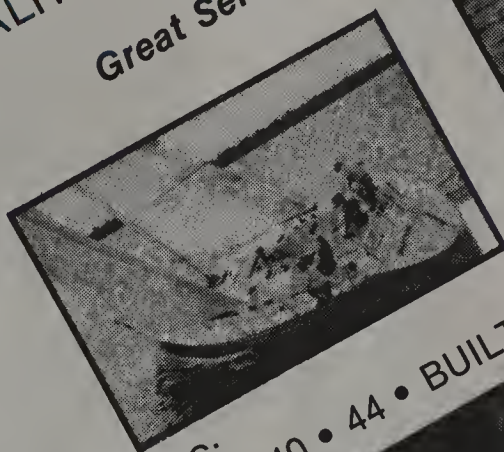
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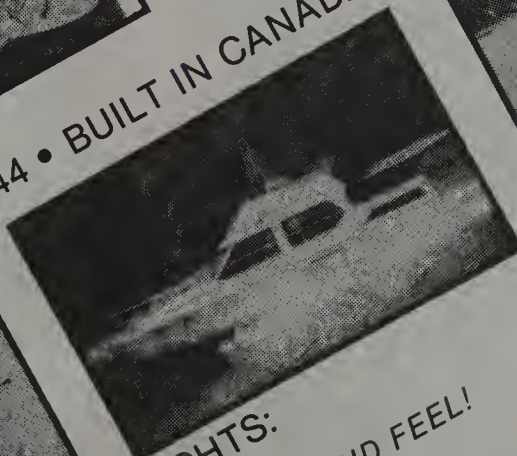
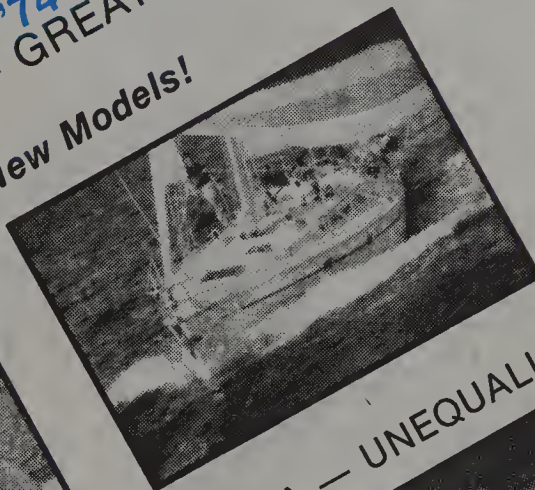
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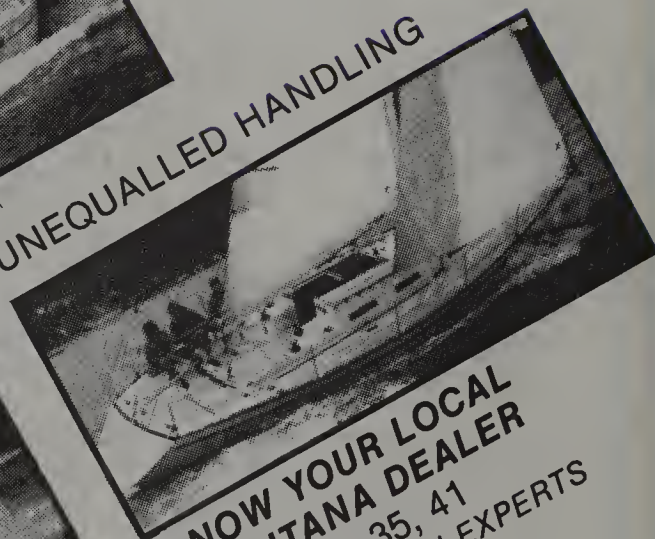
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27' CS	24,900	39' FREYA	79,500
27' DUFOUR	23,000	40' VALIANT	now 102,000
28' ISLANDER	27,000	40' NEWPORTER	49,500

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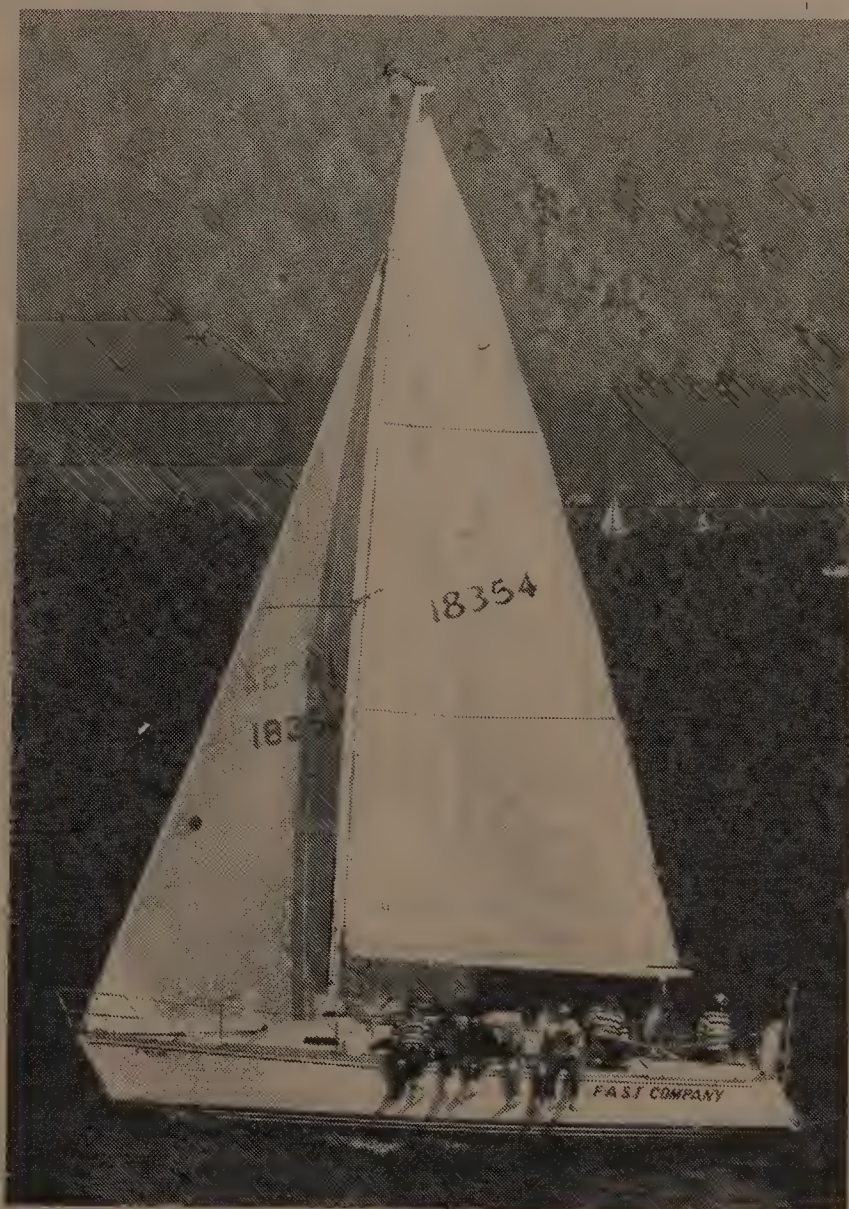
# Fast Company

Harold Dow's Farr 1020, "Fast Company," won her division in the Golden Gate Midwinters, defeating the rest of the fleet in heavy winds and light.

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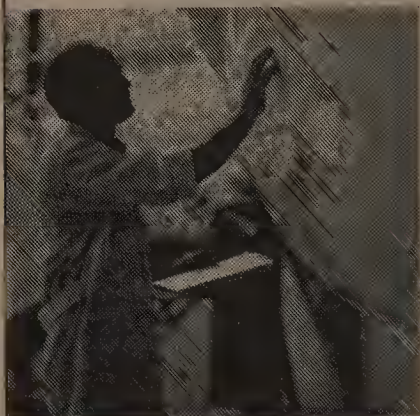
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\*Powered by Pineapples



Quality is important when you're looking for a boat. Quality is never obsolete and in the long run represents the only true value. You cannot take pride in mediocrity, that is why at Passage Yachts we offer only top quality boats from builders that lavish attention to details and construction excellence. \

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Call us today or come to our docks and see these great sailboats for yourself. At Passage Yachts, we put quality on water.

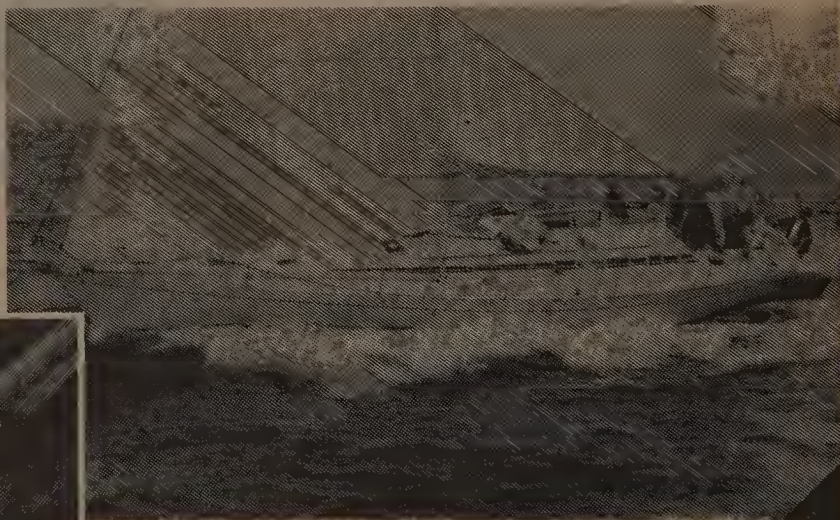


*Passport 40*

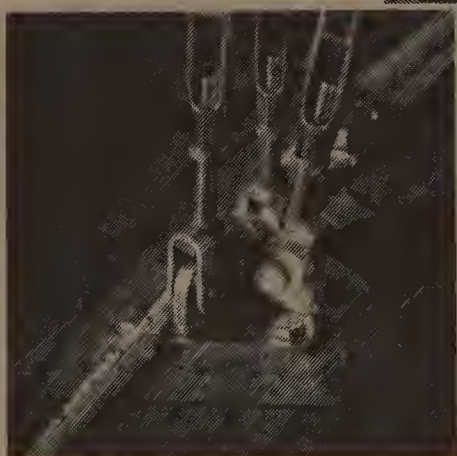


*An abundance of solid teak distinguishes the below-deck spaces in all Passports, finished with five coats of spar varnish and five more coats of hand rubbed wax.*

*Production lines have been modernized to rigid Bureau Veritas standards, yet the Beneteau hulls are still hand laid.*



*Beneteau 51*



  
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# CONTENTS

subscriptions	9
calendar	15
letters	31
loose lips	89
sightings	94
jacqueline	114
meandering to manzanillo	120
max ebb	126
salty septuagenarian	130
riders on the storm	142
1988 racing crew list	148
parsimonius sailor	152
the racing sheet	156
changes in latitudes	162
classy classifieds	180
brokerage	190
advertisers' index	191

COVER PHOTO: ERIC TJENSVOLD

Sailing gets you high.

Graphic Design: K. Bengtsson

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## Quality Power Boat Listing Needed!

57' Steel, Abeking & Rassmussen	225,000
55' Steel Staysail	
55' Ketch	385,000
51' Passport, loaded	(2) 224,000
48' Cheoy Lee Ketch	125,000
47' Off Shore Cheoy Lee	91,000
47' Formosa 1981	139,000
47' Passport	225,000
46' Island Trdr Ketch	149,000
45' Lancer, Motor Sailer	125,000
44' Peterson, ctr cockpit	125,000
43' Farr "Thunderbird"	180,000
43' Rogers, 32.1 1 OR Rating	119,000
42' Pearson 424 Ketch	(2) 125,000
41' Perry	125,000
41' Whitby Caribe	45,000
41' Newport	75,000
40' "Propaganda" 1st Admirals Cup	
40' X-1 TON	125,000
40' Bénéteau One Ton	(2) 115,000
40' Passport	145,000
41' Morgan	(2) 85,000
40' Lidgard	79,500
40' Farr One Ton	(2) 115,000
38' Hood	99,000
38' C&C Landfall, Loaded	78,500
38' Farallone Clipper	35,000
38' Catalina, Beautiful	79,000
37' Rafiki Cutter	78,000
36' Allied Ketch	64,900
36' Islander	49,500
35' Spencer	40,000
35' Santana	54,950
35' Colombia 10.7	44,500
35' Fast 345	52,500
35' Mariner Ketch	35,000
34' O'Day	49,900
34' Cal, Very Clean	34,500
34' Wylie	(2) 48,000
33' Wylie, Cold Mold	55,000
33' Hunter	41,950
33' Nor'West 33	58,000
32' Traveller	43,950
32' Islander	39,700
32' Bénéteau 325	66,000
30' Columbia	22,000
30' Newport	29,800
30' Pearson	(2) 29,000
30' Catalina	(2) 28,500
30' Ericson 30+	38,000
30' Cal 3-30	31,000
30' Island Bahama	42,500
30' Hunter	(2) 32,500
29' Cal 2-29, Diesel	22,300
28' Islander	(3) 28,000
28' Pearson	31,500
28' San Juan	30,000
27' Cal 2-27	(2) 21,000
27' Cal T-2	11,200
27' Ericson	(2) 18,900
26' Yamaha	27,500
26' Pearson	16,200
26' Intl Folkboat	10,000
23' Ranger	11,000



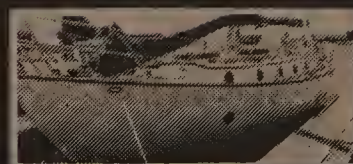
**Newport 30 MKII.** Excellent one-design of cruiser. Diesel. Four sails. Asking \$30,000.



**Hood 38.** 1982. By Waquiez. Teak decks. Beautiful teak interior. \$99,000.



**Columbia 30.** Immaculate. Harken furling. Only \$22,000 asking.



**Rafiki 37.** Excellent choice for a serious off shore cruiser. SATNAV, refrigeration, auto-pilot. This Mexican vet has enjoyed TLC. New epoxy bottom, fresh varnish. Bristol \$78,000. Sistership.



**Yamaha 26, 1984.** Superior quality is reflected in every detail of this yacht. Long inventory includes diesel, dodger, instruments, and 5 bags of Hood. Recent survey calls her a good buy at \$27,500.



**Islander 36.** Very popular Bay Area cruiser is ready to go. Just hauled, surveyed, and painted. Sistership. \$49,500.

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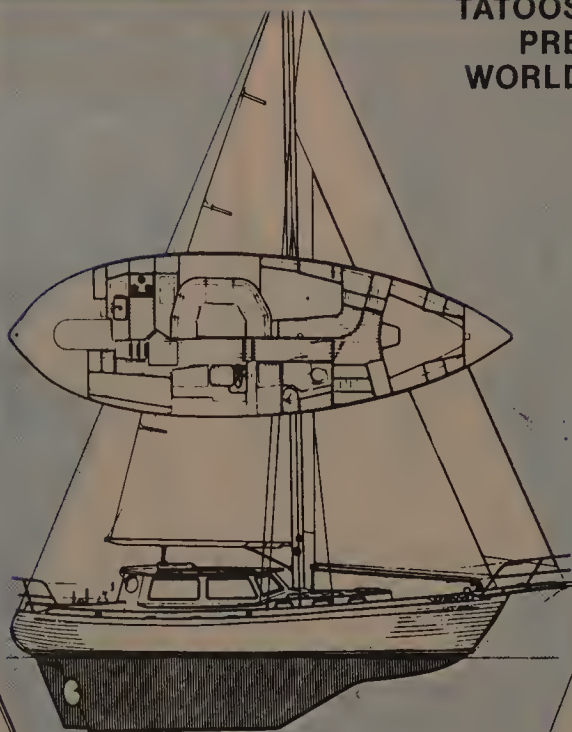
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23' O'DAY, 1975 . . . . .	9,000
24' J/24, 1984 . . . . .	16,000
26' CHRYSLER, 1977 . . . . .	6,900
★ 26' SAN JUAN, 1985 . . . . .	6,900
★ 27' CATALINA, 1979 . . . . .	15,000
★ 27' CS-27, 1982 . . . . .	26,500
28' ISLANDER BAHAMA, 1981 . . .	29,850
★ 28' MODIFIED H-28 ketch . . . .	28,500
★ 28' SAN JUAN, 1979 . . . . .	30,000
30' CAPE DORY ketch, 1978 . . .	34,950
30' COLUMBIA, 1974 . . . . .	65,000
30' BABA, 1979 . . . . .	65,000
★ 30' BABA, 1985 . . . . .	86,000
30' PALMER JOHNSON, 1972 . . .	38,500
30' ERICSON, 1969 . . . . .	25,000
33' PEARSON 10M, 1974 . . . . .	52,500
35' FUJI ketch, 1975 . . . . .	69,000
35' HALLBERG-RASSY, 1978 . . .	59,750



**1914 W.F. STONE 39 'BILLIKEN'** Gaff rigged yawl; the last of her kind and in absolute bristol condition. History is yours for **\$29,000.**



**1980 MASON 37 'AMAZING GRACE'** Cutter. This yacht has been well maintained; her full keel will give you a comfortable sail anywhere. The accommodations are perfect for offshore living or a great liveaboard in the Bay. **\$60,000.**

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*BR* Bob Brandriff  
Walnut Creek, CA

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**BUYERS FOR QUALITY YACHTS**  
**VALUED OVER \$30,000.**  
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**1982 NIAGRA 35 'GENESIS'**  
Built by Hinterhoeller Yachts, this yacht is specially equipped for offshore cruising. Just back from the South Pacific, she awaits a new crew to take her back. **\$79,950.**

SAIL:	★ AT OUR DOCKS
★ 35' CHEOY LEE LION, 1956 . . . .	36,000
★ 35' NIAGRA, 1982 . . . . .	79,950
★ 36' PEARSON 365, 1980 . . . . .	65,000
36' ISLANDER, 1974 . . . . .	44,950
★ 36' S-2 11M, 1980 . . . . .	68,950
★ 37' HUNTER, cutter, 1981 . . . .	56,000
37' TAYANA cutter, 1981 . . . . .	83,000
★ 37' MASON cutter, 1980 . . . . .	60,000
38' CATALINA, 1984 . . . . .	67,900
38' C&C LANDFALL, 1980 . . . . .	76,500
39' FREYA cutter, 1978 . . . . .	7,950
39' W.F. STONE, gaff yawl, 1914 . .	29,000
39' BRISTOL yawl, 1969 . . . . .	67,000
41' MORGAN ketch, 1978 . . . . .	85,000
42' YORKTOWN, 1984 . . . . .	60,000
★ 46' LIBERTY 458, 1986 . . . . .	196,900

POWER:	
26' CARVER, 1986 . . . . .	33,500
30' WILLARD VEGA, 1975 . . . . .	49,950



**1987 LIBERTY 458 'OBOE'**  
This fine world cruising yacht has all the equipment you need to make that ocean passage. She is set up with all the comforts of home and is awaiting your beck and call. **\$196,900.**

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## Latitude 38

**"we go where the wind blows"**

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### ROBERT HARRIS DESIGN

Aft cockpit, long cabin or center cockpit models available. A stiff, comfortable go-to-sea sailboat. Excellent light air performer. Cutaway keel and forefoot, sepearte skeg hung rudder. The craftsmanship in the joinery, cabinetry, doors and storage area is typical Tayana quality.

L.O.A. ....	41'9"	Ballast .....	10,600 lbs
D.W.L. ....	30'0"	Sail Area .....	942 sq ft
Beam .....	12'6"	Fuel .....	120 gal
Draft .....	5'10"	Water .....	140 gal
Displ .....	29,147 lbs		

Aft Cockpit \$136,000 — Sailaway — Center Cockpit \$142,000

## BROKERAGE

- 55' TAYANA cutter '85. Many extras: bow thruster, reverse cycle, air conditioning, hydraulics, discontinuous/rod rigging, teak decks, windscreen, dodger — much *much* more! **Try \$285,000**
- 41' NEWPORT custom sloop, '82. World traveler, customized for cruising. Furling main/jib + 3 extras; 44 hp dsl, electric primary winches, hyd. boom vang & backstay, Weatherfax, SSB, VHF, radar, computer, SatNav, AP, Loran + much more. **Try \$89,500**
- 37' TAYANA '85 cutter MKII. Like new condition, electronics, refrigeration, very attractive layout below **Try \$63,000**
- 37' HUNTER cutter '83. Like new diesel auxiliary, furling jib, Combi unit, superb condition! **Try \$39,500**
- 33' RANGER sloop '78. Diesel auxiliary, five sails, electronics; very clean, good equipment. **\$37,500**
- 32' CHALLENGER sloop '72, Perkins dsl, big roomy interior, refig. **Try \$19,500**
- 30' CAL '64 repowered w/Yanmar dsl, 5 sails including spinnaker, full electronics, strong boat **Starting at \$29,500**
- 30' ISLANDER MKII '73. Extremely well kept yacht at a great price! **\$22,950**
- 27' CAL 3-27 '83, Yanmar dsl, pressure wtr, electronics, used very little. Sharp! **Try \$26,500**
- 27' CATALINA Three to choose from, call for specs. **Starting at \$11,000**
- 26' LAGUNA Very nice! **Only \$13,500**
- 26' RANGER '76. Estate liquidation. **Try \$9,000**
- 25' CATALINA '81, furling jib, Honda o/b **\$14,900**
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- 23' SPRINTA SPORT Two to choose from **at \$10,500**

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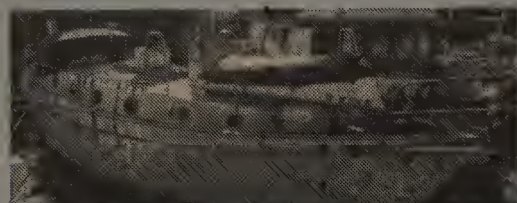
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**MULL 30 'Chico'** The notorious cold-molded Gary Mull speed burner, meticulously sailed and maintained by the tightwad of Tiburon. \$29,950.



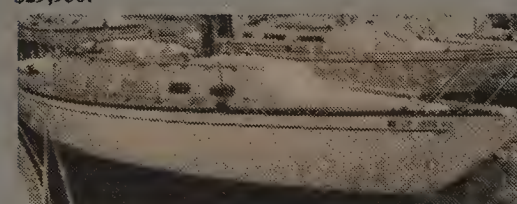
**WESTSAIL 43** Custom built in 1976 for the V.P. of Quality Control for Westsail. Steel reinforced bow, insulated hull and deck, ash overhead, cedar lockers, oversized rigging. \$104,900.



**FREEDOM 25** Wickedly quick, easy to handle. Perfect for daysailing/overnight cabin cruising w/friends and kids, or singlehanded racing and relaxing. \$19,900.



**PEARSON 30** Recently refurbished and upgraded with new dodger, new interior, new cruising spinnaker, new winches, halyards led aft. A Pearson perennial. \$29,950.



**RANGER 33** A Gary Mull classic that sails great and will always look great. This one has been beautifully prepared to sell. \$35,900.



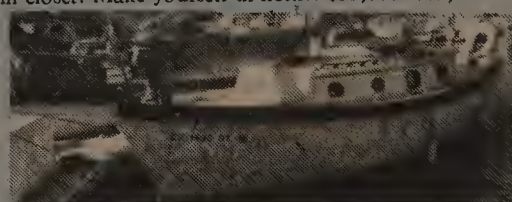
**H-27.** A fast, fun special for Midwinters Bay racing, or better yet, a terrific trailerable Baja cruiser with solid Swedish build and good speed. Offers.



**HALBERG RASSY 42** Radar, autopilot, SatNav, diesel, forced air heat, 12' Achilles, 8 person raft, Aries... a beautifully built & equipped Swedish offshore yacht of first quality. \$189,500.



**BREWER 45** Step inside. Music plays softly as light from the fireplace flickers off the antique lamps. Repair to the master stateroom and hang your coat in the walk-in closet. Make yourself at home. \$95,000 \$85,000.



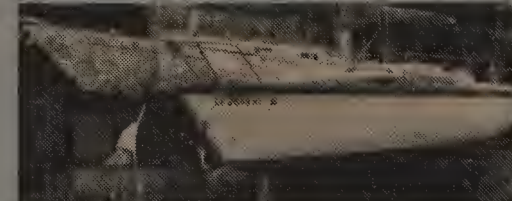
**ORION 27** By Pacific Seacraft. Cutter rig, diesel, Pineapple sails, very low miles on a solid, seaworthy cruiser. \$39,950.



**MORGAN 32** With 11.5 beam this is a spacious 32 with full cruise gear — she's already seen the Bahamas. Five sails including spinnaker. \$39,900.



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## SELECTED SAIL BROKERAGE

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23' AQUARIUS		4,950
25' CATALINA		14,900
25' CUSTOM BAHAMA		17,900
25' HUNTER		14,900
25' FREEDOM	(2)	21,900
26' PEARSON ARIEL		9,500
26' COLUMBIA		11,500
26' PEARSON		15,500
26' CONTESSA		20,000
27' ERICSON		18,950
27' H-27		12,900
27' NEWPORT		17,000
27' PAC. SEACRAFT ORION		39,950
27' CAL 2-27		19,500
27' CATALINA		19,500
27' SUN		17,500
28' PEARSON		39,950
28' RHODES RANGER		14,950
28' TAI PAN		19,500
28' RANGER		22,000
29' ERICSON		19,900
29' CASCADE		20,000
29' COLUMBIA Defender		15,900
30' WILDERNESS		Offers
30' PEARSON 303		45,900
30' RAWSON	(2) frm	19,000
30' ERICSON		27,500
30' COLD-MOLDED MULL		29,950
30' S-2		44,000
30' BABA		65,000
31' MARIAH		46,000
31' HALBERG RASSEY		47,000
32' MOWER KNOCKABOUT		14,000
32' TRAVELLER		39,500
32' WESTSAIL	(3)	59,000
32' VALIANT	SC	59,500
33' FREEDOM		79,500
33' MORGAN OUTISLAND		44,950
33' TARTAN 10	(2)	24,900
34' CHINOOK		19,500
34' FISHER P.H.		115,000
35' COLUMBIA 10.7		44,500
35' GARDEN Ketch		34,950
35' BRISTOL		63,000
35' C&C LANDFALL		82,500
36' ISLANDER		42,000
36' ANGLEMAN Ketch		55,000
37' SOVEREL Cruising		25,000
37' ISLANDER		42,000
37' TRISMUS		58,000
37' BALTIC		99,500
38' C&C LANDFALL		76,500
38' HANS CHRISTIAN		110,000
39' FREYA	(2)	79,500
39' FREEDOM EXPRESS	SC	125,000
40' NICHOLSON		120,000
41' MORGAN OUTISLAND		85,000
42' GARDEN Ketch		105,000
43' HANS CHRISTIAN trad.		125,000
44' PETERSON		109,000
44' FREEDOM	(2)	130,000
44' LANCER Motorsailer		139,500
45' EXPLORER		110,000
45' FUJI		124,900
45' BREWER Ketch		85,000
45' LANCER Motorsailer		149,000
47' SPARKMAN&STEPHENS		149,500
48' STEEL P.H. Ketch		250,000
50' PRIMROSE		68,000
50' CUSTOM Steel		240,000

## SELECT POWER BROKERAGE

23' THUNDERBIRD	Offers
50' OCEAN ALEXANDER	365,000
58' HATTERAS	450,000

# Cruising World Yachts

2415 Mariner Square Dr., Alameda, CA 94501 (415) 521-1929

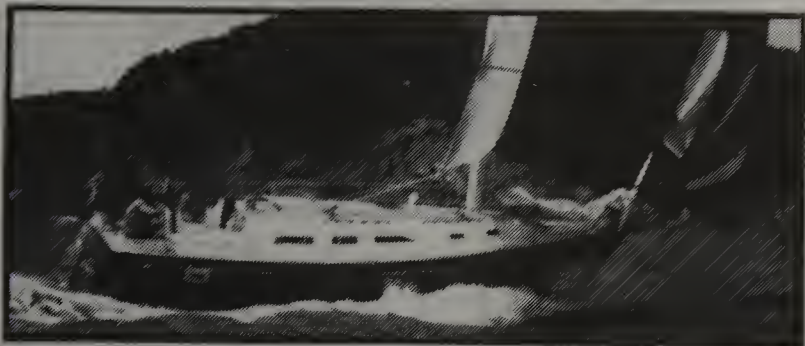
2505 W. Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422

FAX: (415) 522-6198



# ADVANCED PLANNING.

We're laying the groundwork for the April Boat Show and beyond with products and concepts that cover the entire spectrum of innovative quality boatbuilding.



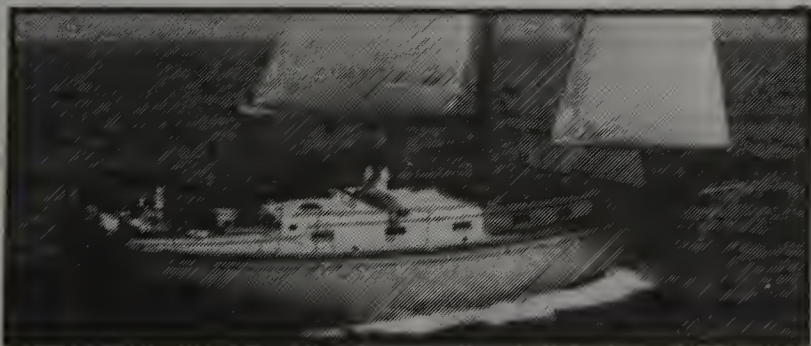
## FREEDOM YACHTS

Major milestones for Freedom are coming in April: Hull #101 of the amazing Freedom 36 and our first Freedom 42. Make your appointment now to see the 42. It is a truly special yacht that will carry Freedom into the 1990's.



## PACIFIC SEACRAFT\*

The circumnavigator concept has really caught on in a big way. It's a natural for Pacific Seacraft, a company that has always specialized in ocean going expertise. Put away the aftermarket shopping cart — the whole package is now available in one integrated unit.



## ISLAND PACKET\*

Based on the immediate success of the Island Packet 31 in Northern California, we are eager to debut the Island Packet 38. This is a huge and beautiful 38 that surpasses the volume and payload capacities of most 40 footers, with Island Packet detail excellence.

\*ALAMEDA ONLY

# Cruising World Yachts

2415 Mariner Square Dr., Alameda, CA 94501 (415) 521-1929  
2505 W. Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422  
FAX: (415) 522-6198



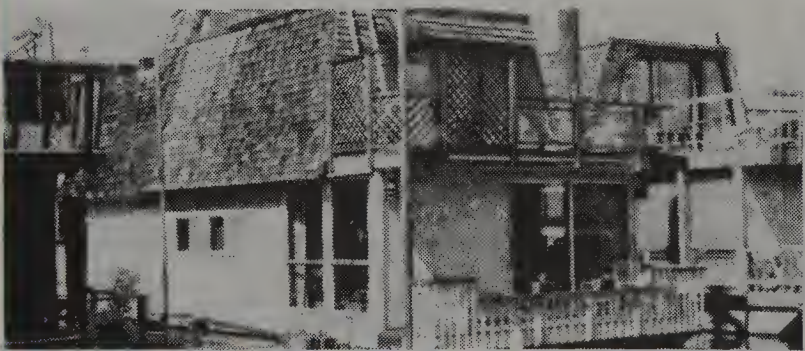




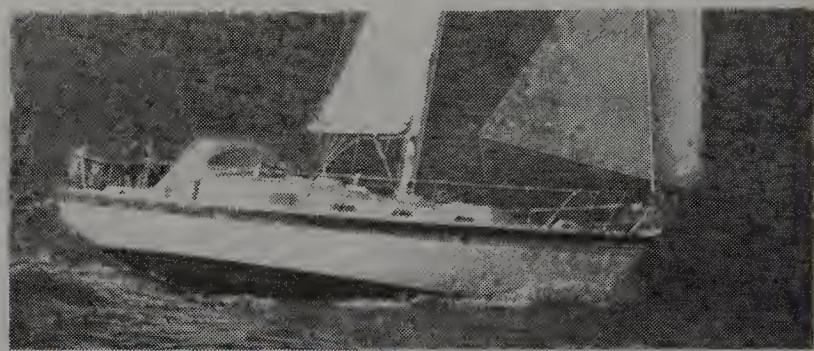
**NORSEMAN 535** The future of high performance cruising! The new Norseman 535 is the most luxurious yacht of her size. A fine performance cruising yacht she is also designed to be easily handled by minimal crew. Appointed with the world's finest yachting equipment you'll find her quality and craftsmanship unbeatable.



**NORSEMAN 447** aft cockpit cutter 1983. A real find, priced way below market. Practically unused. Bob Perry says it's one of his favorite designs. In very clean condition, beautiful teak interior. REPLACEMENT VALUE OVER \$275,000. **Try \$175,000.**



**FLOATING HOME** on the Alameda Estuary. You have sailed by dozens of times and always wonder. Now's the time to take a look. Two bedroom, 2 bath, sunny decks, harbor view, full galley, dishwasher, laundry, fireplace. Will consider trade for boat, or lot in East Bay area. **\$135,000.**



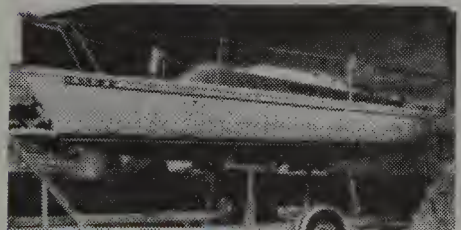
**CAVALIER 39** 1984. A knowledgeable owner spent a lot of time and money putting this boat together. Everything is right. Windvane, full electronics, loads of gear. **Make an offer.**



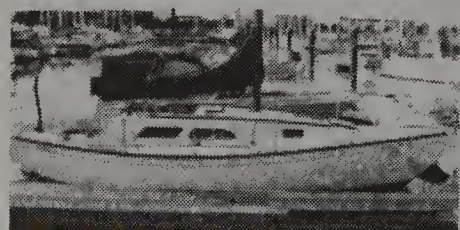
**HANS CHRISTIAN 43T '84.** Cutter. Cruise ready 8 kw generator set, 4 headsails, all Furuna electronics, radar, SatNav, Loran, autopilot. Impressive! **\$155,000.**



**ESPRIT 37 '81.** Bargain priced at only **\$75,000.** A tough offshore cruising boat. Very well equipped, loads of cruising gear, long keel, skeg rudder, new epoxy bottom job.



**FREEDOM 21 '84.** With EZ Loader Trailer. **\$13,900.** High spirited (fun boat to sail) tabernacle mast allows for quick and easy set-up. Don't be landlocked to the Bay. Try some fresh water this summer!



**U.S. YACHT 33 '82.** Doug Petersen design. Sails like the wind. Furling genoa, Valva dsl, good electronics. Very unusual wide open interior; owner always took good care of her. **Good liveaboard. \$26,000.**



**HOBIE POWER SKIFF** Blast across the Bay! Terrarise all your sailing friends! Tows behind a small car, practical economical. 13' for **\$3,600**, 15' from **\$4,195**. The new 18' **\$7,498**



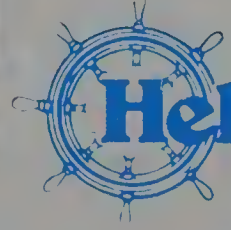
**What is it? It's a MINI SWAN.** The hull was built by the famous Nautor Boat Yard, outfitted by the prestigious Palmer Johnson Boat Co. New boat coming. **\$28,900.**

**SAILBOAT LISTINGS**

LOA	MODEL	LOCATION	PRICES
20'	SIGNET SLOOP w/trlr		\$6,500
24'	SEAFARER cruising underbody		4,000
27'	US YACHT i/b dsl		18,000
27'	CAL 2-27 diesel		19,500
30'	RAWSON		10,000
30'	ERICSON 30+		28,000
30'	PALMER JOHNSON diesel		28,900
30'	ERICSON MKII diesel		28,500
31'	PEARSON		34,500
31'	RUSTLER full keel		39,995
31'	PEARSON 305		58,900
32'	BUCCANEER aft cabin, dsl		23,000
33'	NEWPORT		48,000
35'	SANTANA "Wide Load"		49,000
36'	JEANNEAU	try	59,000
37'	IRWIN aft cabin		55,000
37'	PEARSON		69,500
37'	BALTIC		89,500
38'	CATALINA		67,000
38'	ERICSON		65,000
38'	C&C		76,500
39'	CAVALIER		115,000
40'	NORSEMAN syndicate share		252/mo
40'	CHOATE	donation	Make offer
41'	ERICSON diesel		46,000
43'	C&C		80,000
45'	FUJI		128,000
46'	PETERSON		150,000
53'	PEARSON		250,000

**If your boat is for sale, we need your listing!**

highlighted listings are at our docks



**Helms**  
Yacht & Ship  
Brokerages and Services  
**(415) 865-2511**

2415 Mariner Square Drive, Alameda, CA 94501

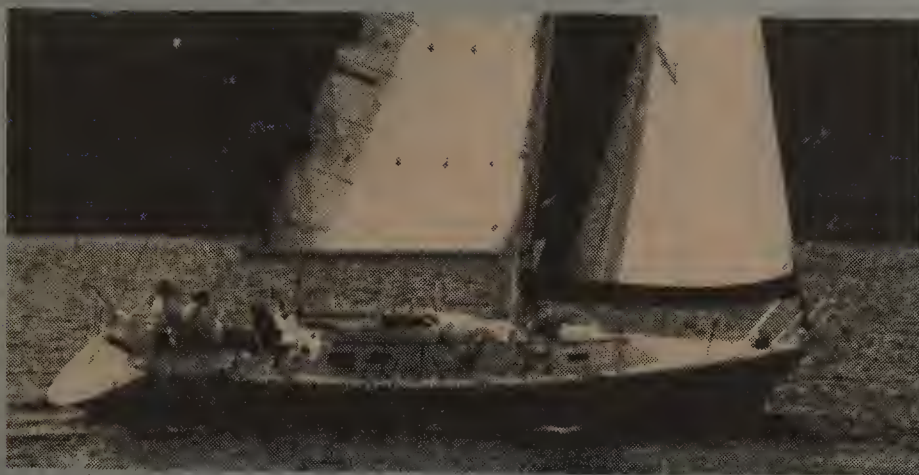


Trades  
Welcome!

# USED BOAT SUPERMARKET

(More than 100 Boats at Our Sales Docks!)

## High Performance Cruising At Its Best



### German Frers Designed HYLAS 42



#### LANCER 36

Fast Bill Lee design, fully equipped,  
private quarter berth cabin.  
**\$64,900/Offers**



#### GRAND BANKS 32

Classic ocean-going trawler with  
Lehman diesel — like new.  
**\$55,000**



#### DUFOUR 31

Fast and comfortable German Frers  
design for family cruising. Diesel.  
**\$39,900.**



#### ERICSON 36

Well known fast cruiser, only 3  
years old. Maintained like new.  
Diesel. **Make offer.**



#### MORGAN 38

Ted Brewer design for round-the-  
world cruising or class racing on  
the Bay. **\$59,000.**



#### DOWNEAST 45

Long distance cruising ketch or  
liveaboard with plenty of room for a  
family. Completely equipped with  
everything from radar to auxiliary  
generator. **\$119,000**



#### HOLCOMB 43

Beautiful staysail schooner built  
1947, in new condition now. All  
cruising equipment included.  
**\$69,950.**



#### GARDEN PORPOISE 45

Traditional Garden design built by  
Robin Fung. Ketch rigged with all  
cruising gear. Take off for the South  
Pacific for only **\$110,000.**



#### ANGEL 48

Sundeck MY w/3 staterms. Profes.  
decorated; equipt with all the  
amenities you expect to find on a  
luxury yacht. **REPO**

**Bank wants offers!**

#### SAILBOATS

83'	BALTIC TRADER	\$200,000
60'	HERRESHOFF	189,000
52'	COLUMBIA	129,900
51'	GARDEN	125,000
50'	CUSTOM CUTTER	240,000
50'	GULFSTAR	110,000
48'	CAL	99,000
46'	GARDEN	60,000
45'	CREALOCK	115,000
45'	EXPLORER	110,000
45'	GARDEN PORPOISE ★	110,000
45'	HARTLEY ★	79,000
45'	LANCER	125,000
44'	CHEOY LEE ★	133,900
44'	LAFITTE	175,000
43'	HOLCOMB	69,000
42'	BLANCHARD	48,000
42'	PEARSON	110,000
41'	BOUNTY	39,500
40'	COLUMBIA	35,000
40'	MOTIVA	84,500
40'	OLSON	139,000
38'	ALAJULA	80,000
38'	CATALINA	70,000
38'	C&C	76,500
38'	CUSTOM RACER	55,000
38'	ERICSON	Offers
38'	FARALLONE	35,000
38'	MORGAN	59,000
37'	SOVERAL	25,000
37'	TAYANA	83,000
36'	CATALINA ★	62,500
36'	ERICSON ★	69,500
36'	ISLANDER	42,000
36'	LANCER	64,900
35'	BRISTOL	60,000
35'	CHEOY LEE	55,000
35'	FANTASIA	70,000
35'	MOWER	14,000
34'	COLUMBIA	32,500
34'	SAN JUAN	52,000
33'	TARTAN TEN ★	29,500
33'	NEWPORT ★	43,900
32'	UNION	49,500
32'	WESTSAIL	59,500
31'	DUFOUR ★	39,900
30'	ALBERG	26,000
30'	BABA	86,000
30'	COLUMBIA	25,000
30'	HUNTER	37,000
30'	LAGUNA	56,900
30'	LANCER	24,000
30'	NEWPORT	21,500
30'	US	29,900
29'	COLUMBIA ★	25,900
29'	J/29	29,000
28'	LANCER ★	14,900
27'	CS 27	22,900
27'	NEWPORT	18,950
27'	SUN	18,500
27'	CAL 2-27	23,000
27'	CATALINA	13,900
27'	CHEOY LEE	22,445
26'	CHEOY LEE	13,500
26'	COLUMBIA	9,500
26'	RANGER	13,500
★ AT OUR DOCKS		
POWERBOATS		
70'	WILLIAMS	125,000
60'	HUCKINS	98,500
60'	PACEMAKER	285,000
58'	HATTARAS MY	265,000
56'	PILOTHOUSE	166,000
52'	CHRIS CRAFT	135,000
49'	ALBIN	35,000
48'	ANGEL	169,000
48'	SEACRAFT	18,500
48'	SPORTFISH	85,000
45'	MATTEWS	90,000
37'	HERSHINE 37	74,500
36'	TOLLYCRAFT	39,500
32'	GRAND BANKS	55,000

1070  
Marina Village Parkway  
Suite 103  
Alameda, CA 94501

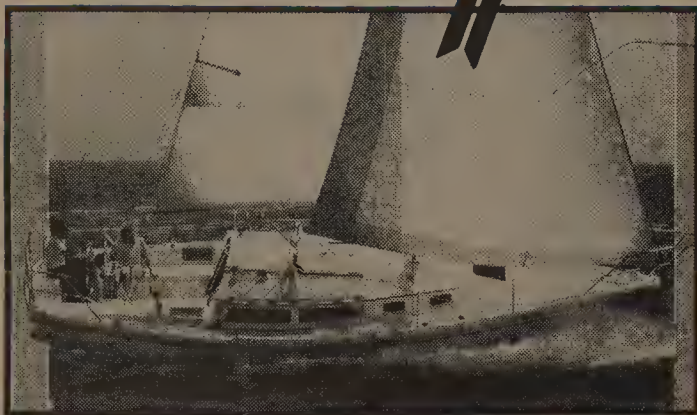
# ROYAL YACHTS SALES & CHARTER

(415) 865-1035  
Open 7 days each week  
9 a.m.-6 p.m.



# Catalina // Morgan

San Francisco Bay's Dealer



## CATALINA 30

Sailaway \$42,995.00

At Our Dock



## CATALINA 34

Sailaway \$59,395.00

At Our Dock



## CATALINA 36

Sailaway \$68,595.00

At Our Dock

Consider the new **CATALINA STS** (Self-Tending Sails)  
**CATALINA 42** Coming \$105,000.00 Sailaway



## MORGAN 44

Sailaway \$139,105.00

At Our Dock

### BROKERAGE

#### FARALLONE YACHT SALES

YR	LOA	TYPE	PRICE
'78	21'	Balboa .....	\$3,900
'73	22'	Catalina .....	3,900
'80	25'	McGregor ....	5,900
'81	25'	Catalina .....	14,900
'81	25'	Catalina .....	11,900
'80	25'	Capri .....	10,500
'80	25'	Ericson .....	12,900
'76	25'	O'Day .....	12,900
'70	26'	Ranger .....	12,900
'71	27'	Coronado .....	9,400
'71	27'	Catalina .....	12,000
'76	27'	Catalina .....	14,000
'77	27'	Catalina .....	17,500
'79	27'	Catalina .....	14,500
'78	27'	Catalina .....	17,000
'80	27'	Catalina .....	23,000
'83	27'	Catalina .....	25,500
'82	27'	Catalina .....	24,000
'76	28'	Pearson .....	21,900
'69	30'	Ericson .....	18,900
'73	30'	Tartan .....	28,000
'78	30'	Catalina .....	24,900
'78	30'	Catalina .....	30,000
'80	30'	Catalina .....	29,000
'81	30'	Catalina .....	33,000
'83	30'	Catalina .....	33,900
'83	30'	Catalina .....	34,500
'84	32'	Jeanneau .....	42,500
'84	34'	Fisher .....	109,000
'83	36'	Catalina .....	65,000
'85	36'	Catalina .....	69,500
'82	36'	Watkins .....	75,000
'82	36'	F-3 .....	115,000
'84	38'	Catalina .....	69,000
'76	38'	Nauticat .....	128,000
'78	41'	Morgan .....	85,000
'79	46'	Morgan .....	150,000

#### EAGLE YACHT SALES

'84	22'	O'Day .....	9,500
'71	22'	Catalina .....	4,995
'84	22'	Catalina .....	8,995
'69	23'	Coronado .....	4,800
'72	23'	Ranger .....	9,995
'62	24'	Lapworth .....	11,500
'67	25'	Coronado (2) .....	6,000
'77	25'	Catalina .....	13,500
'70		Intern'l Folkbt .....	10,500
'69	26'	Ericson .....	11,000
'68	27'	Santana .....	13,995
'71	27'	Catalina (7) .....	13,000
'69	30'	Ericson .....	27,500
'73	30'	Fisher .....	54,000
'73	30'	Islander .....	24,900
'79	30'	Catalina (5) .....	30,000
'82	30'	Catalina .....	34,500
'74	3-30'	Cal .....	25,000
'60	33'	Voyager .....	24,995
'70	34'	Bristol .....	29,995
'71	34'	Colombia .....	30,900
'80	34'	Wylie .....	49,500
'69	34'	Islander .....	34,000
'79	36'	Allied .....	79,995
'77	36'	Islander .....	55,000
'83	38'	Wauquiez .....	110,000
'84	36'	Grnd Banks .....	135,000
'77	38'	Cal .....	76,500
'85	40'	Nauticat .....	185,000
'82	40'	Swift .....	96,500
'80	46'	Alaskan .....	155,000
'77	50'	Gulfstar .....	107,000

Eagle Yacht Sales

Coyote Point Marina, San Mateo (415) 342-2838

Farallone Yacht Sales

Mariner Square, Alameda (415) 523-6730



# CALENDAR

## Nonrace

**March 3** — "Crew Preparation," a seminar sponsored by the Pacific Cup YC, Berkeley YC, 7 p.m. A worthwhile talk to hear whether you're racing to Hawaii this year or not. Everyone welcome. Sue Corenman, 547-6177.

**March 4** — "Exploring New Zealand's Inland Waterways," a slide show by Gary Hack, Stockdale Marine (Sacramento), 7:30 p.m., free. (916) 332-0775. (Note: this show replaces one on the Panama Canal scheduled for March 4.)

**March 8** — US Coast Guard Auxiliary Sailing and Seamanship class, Pt. San Pablo YC, 7:30 p.m. A 13-session basics class that should be mandatory for beginning boaters. Great for wives and girlfriends. Old salts can even learn a thing or three. Caroline Erbele, 235-0664 or Ernest Jorn, 237-3180.

**March 9** — "Tides and Currents of the Bay," a seminar by Kame Richards, Golden Gate YC, 7:30 p.m. Features a slide show, which includes revealing photos of tidal action taken by a U-2 (the plane, not the musical group). Sponsored by the Women's Racing Association. For more information, call Sandi Harris at 648-5530.

**March 9-13** — Sacramento Boat Show, Cal Expo buildings A, B and C. Hours are 2 to 10 Wednesday through Friday; 10 to 10 Saturday and 10 to 6 Sunday. Admission is \$4 at the gate; \$3 with a discount coupon available at marine outlets; and \$1 for kids 6-12. Under 6 are free. For more information, call (916) 482-8190.

**March 18** — Gary Mull — well-known marine designer — will give a presentation on the new IMS rating system at 8 p.m. at the Sausalito Cruising Club, foot of Napa St., Sausalito. All interested yachtsmen and guests are welcome. No host bar at 6 p.m. For details or confirmation, call 332-0700.

**March 18** — Bay Area Multihull Association (BAMA) sponsors a talk by Formula 40 and Toronado sailor extraordinaire Randy Smythe, Metropolitan YC, 8 p.m. Everyone welcome. Lynne Therriault, 232-2725.

**March 22** — Loran-C Navigation Seminar, West Marine Products, South San Francisco, 7 p.m. A free seminar with hands-on demonstrations of this versatile navigation tool. Reservations required, as space is limited. Call 873-4044.

**March 25, 1849** — 74 days and 14 hours out of Hong Kong, the 170-ft clipper *Sea Witch* passes Sandy Hook, New Jersey. Captain Robert Waterman's record has never been broken.

**March 27** — New Zealander Micheal Fay's 90-ft waterline America's Cup contender due to launch.

**March 30** — Seminar on bottom paint, with emphasis on blistering problems, Metropolitan YC, 8 p.m., free. The speaker for this first of a series seminars is Chris Straub of International paints. Call 536-7450 for more information or reservations for an inexpensive dinner at the club at 7 p.m.

**March 30** — "Race Preparation," second in a series of seminars by the Pacific Cup YC, Berkeley YC, 7 p.m. Sue Corenman, 547-6177.

**April 8** — "My Try Sails to New Zealand," a slide show by Fred Zerbocken who cruised the South Pacific in his 41-ft trimaran. Stockdale Marine in Sacramento, 7:30 p.m., free. (916) 332-0775.

**April 13** — *Latitude 38* Crew List Party, Corinthian YC, Tiburon, 5:30 to 9 p.m. Come meet the people you'll sail with this summer. Free to those listed in the March and April issues, all others pay \$1 (boat owners) or \$5 (potential crew) at the door. World renowned *Latitude 38* T-shirts to the first 50 or so to show up. Call 383-8200 for more information.

**April 14** — Another *Latitude 38* Crew List Party. These guys are really animals! Same hours, same agenda, same phone number as above — just a different place, the Metropolitan YC, so you East Bay

## YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB —  
THE FRIENDLIEST YACHT CLUB  
ON THE BAY IS ACCEPTING  
APPLICATIONS FOR MEMBERSHIP

LIMITED TIME OFFER:  
**NO INITIATION FEE**

### We Offer:

- Sailing
  - Cruising
  - Kayaking
  - Rowing
  - Racing
  - Sailboarding
- Sponsors of the Yankee Cup and YRA Races

### ANNUAL DUES:

Adults \$200  
Age 18-24 \$30  
To Age 18 \$25



## SAUSALITO CRUISING CLUB

Foot of Napa Street, Sausalito, CA  
For Information Call (415) 332-9349



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So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

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**APRIL**

**6th - 10th**

**10:00 a.m. to 5:00 p.m.**

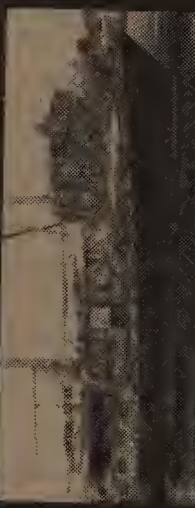
**Come see the other  
250 boats**

**Food and Drink Available  
Financing Arranged at the Show**

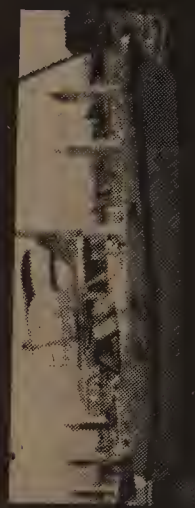
**Show Space Available — Only 30 Berths Left, Call Today!**



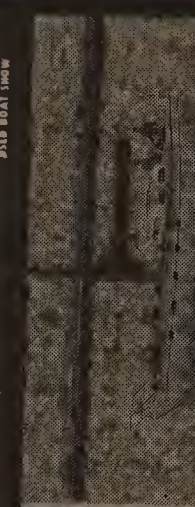
**ROSBOROUGH 46**  
ASKING \$105,000  
TRY \$89,000



**MOTIVA 40**  
1981. STEEL MOTORSAILER FROM SWEDEN.  
OUT OF STATE SELLER. ASKING \$90,000



**39' YORKTOWN**  
PERFECT CENTER COCKPIT LIVEABOARD.  
UNBELIEVEABLE PRICE — ASKING \$37,000.



**43' TSUNAMI**  
PERFORMANCE RACER/CRUISER IN  
EXCINT COND. ASKING \$45,000



**PEARSON 424**  
TWO FROM \$119,000

**41' MORGAN**  
TWO FROM \$85,000

**40' CHALLENGER**  
TWO FROM \$69,000

**39' O'DAY**  
TRY \$65,000

**29' POINTEN**  
FAST, FAST, FAST! FUN, FUN, FUN!  
TRY \$23,000

**38' CATALINA**  
THREE FROM \$45,000

**38' PEARSON**  
1980. CNTR CKPT, EXCLNT CONDITION.  
OUT OF STATE SELLER. TRY \$100,000

**38' ERICSON**  
ABSOLUTELY LIKE NEW, WELL EQUIPPED  
AFT CABIN. ASKING \$69,000

**37' VALIANT**  
BOB PERRY DESIGNED OFFSHORE CRUISER,  
READY TO GO. TRY \$54,000

**37' O'DAY**  
TWO FROM \$55,000

**36' CATALINA**  
ASKING \$69,900

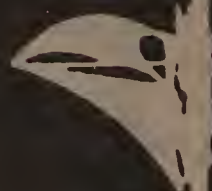
**36' CHEOY LEE**  
TRY \$45,000

**36' ISLANDER**  
FIVE FROM \$39,000

**35' ERICSON**  
TWO FROM \$34,000

**35' FUJI**  
ASKING \$45,000!!!

**34' CAL**  
FOUR FROM \$32,000



# Sunset Yachts

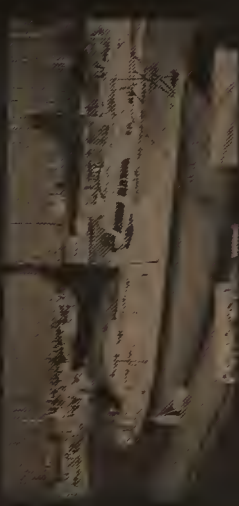
3310 Powell Street, Emeryville

(415) 654-9185

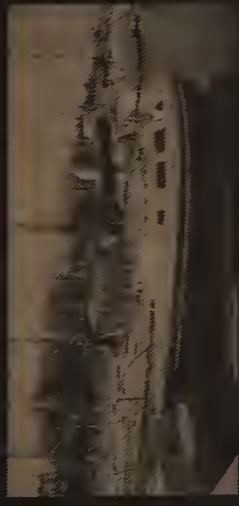








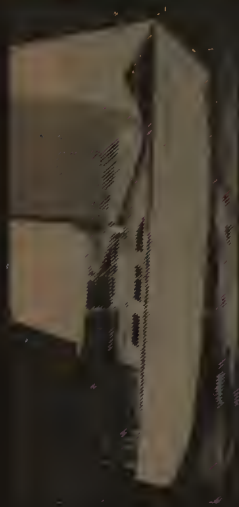
**30' ERICSON**  
ALL WELL EQUIPPED AND READY TO GO!  
THREE FROM \$29,000



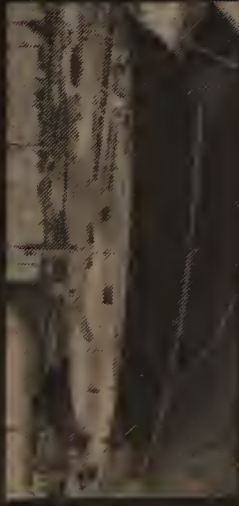
**29' CAL**  
TWO FROM \$14,000



**28' ISLANDER**  
THREE FROM \$28,000



**28' RANGER**  
TRY \$17,000



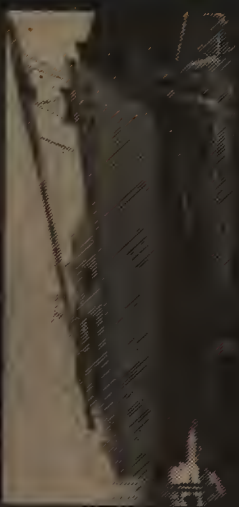
**SPENCER 35**  
ALDEN DESIGNED OFFSHORE CRUISER.  
EXCELLENT CONDITION, MUST SEE!  
TRY \$39,000



**27' CATALINA**  
THREE FROM \$18,000



**26' RANGER**  
TWO FROM \$9,000



**25' CATALINA**  
FOUR FROM \$11,000

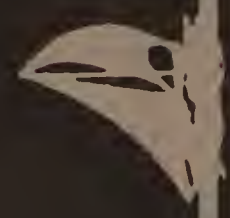
- 47' PERRY, '78 \$150,000
- 46' ROSBOROUGH SCHNR, '80 125,000
- 46' SEA EAGLE, '85 124,000
- 45' GARDEN KCH, '70 60,000
- 44' CHEOY LEE, '77 119,000
- 43' TSUNAMI, '83 45,000
- 42' EXCALIBUR, '81 119,000
- 42' PEARSON, '81 125,000
- 42' PEARSON 42.4, '81 119,500
- 41' MORGAN, '78 85,000
- 41' MORGAN O/I, '82 99,900
- 40' CHALLENGER, '73 69,500
- 40' CHALLENGER KCH, '73 79,500
- 40' MOTIVA, '81 90,000
- 40' PEARSON, '80 93,500
- 40' WILDERNESS, '81 79,900
- 39' FOLKES, '83 69,000
- 39' O'DAY, '83 92,000
- 39' WESTSAIL, '80 65,000
- 38' C&C LANDELL, '80 76,000
- 38' CATALINA, (3) frm 58,000
- 38' ERICSON, '81 69,000
- 38' PEARSON 38.5, '84 119,950
- 37' IRWIN, '80 55,000
- 37' HUNTER, '80 60,000
- 37' O'DAY, (2) frm 55,000
- 36' CATALINA, '85 69,900

- 36' CHEOY LEE, '73 59,500
- 36' ISLANDER, (5) frm 42,000
- 36' S-2, '80 62,000
- 36' YAMAHIA, '81 62,000
- 35' C&C, '84 89,500
- 35' CHALLENGER KCH, '77 53,000
- 35' COLUMBIA, '78 44,500
- 35' ERICSON, '70 34,750
- 35' ERICSON, '78 55,000
- 35' FUJI, '76 45,000
- 35' SPENCER BOATS, '65 45,000
- 34' CAL, (3) frm 32,000
- 34' CAL III, '75 47,500
- 34' FAST, '84 52,500
- 34' NORTH COAST, '81 46,000
- 34' PEARSON, (2) frm 69,900
- 34' WYLIE, '81 47,500
- 33' PEARSON, '85 84,500
- 33' PETERSON, (2) frm 42,000
- 33' YAMAHIA, (2) frm 35,000
- 32' ALOHA, '83 65,000
- 32' CHALLENGER, '74 39,500
- 32' ERICSON, '72 29,500
- 32' FUJI, '76 45,000
- 32' ISLANDER, '77 43,000
- 32' UNION, '82 59,500
- 32' VALIANT, (2) frm 60,000

- 31' C&C, '75 37,000
- 31' CHEOY LEE, '69 26,500
- 31' PEARSON SLP, '78 37,000
- 31' SEA EAGLE, '80 47,000
- 30' C&G MEGA, '79 13,500
- 30' COLUMBIA, '72 25,000
- 30' ERICSON, (3) frm 29,000
- 30' ILWACO, '55 15,500
- 30' ISLANDER, (2) frm 22,500
- 30' ISLANDER BAHAMA, (2) frm 29,500
- 30' NEWPORT, '76 29,000
- 30' PACIFIC, '71 11,500
- 30' PALMER JOHNSON, '72 35,000
- 29' BRISTOL 29.9, '67 29,000
- 29' CAL, (2) frm 19,000
- 29' CASCADE, '67 31,000
- 29' ERICSON, '76 31,000
- 29' POINTEN, '77 32,000
- 28' ALBIN MARINE, '81 34,500
- 28' COLUMBIA, '77 20,000
- 28' ISLANDER, (2) frm 28,000
- 28' ISLANDER BAHAMA, '78 30,000
- 28' RANGER, '74 19,500
- 28' ROYAL CRUISER, '70 24,500
- 28' SEAFARER RANG, '60 12,500
- 27' C&C, '81 23,000
- 27' CAPE DORY, '78 24,000

- 27' CATALINA, (2) frm 18,500
- 27' CHEOY LEE, '65 17,000
- 27' CORONADO, (2) frm 10,000
- 27' GAFF CTR, '70 8,000
- 27' SANTANA, '72 14,500
- 27' SUDDEN MULL CSTM, '76 17,000
- 27' SUN YACHTS, '79 18,000
- 27' TARTAN, '76 15,000
- 26' BALBOA, '75 10,500
- 26' CHEOY LEE, '64 17,000
- 26' COLUMBIA, '70 9,850
- 26' MARIEHOLM, '78 19,500
- 26' PEARSON, '75 10,500
- 26' RANGER, (2) frm 8,000
- 26' SEAFARER, '78 15,000
- 25' CATALINA, (4) frm 11,900
- 25' CHEOY LEE, '62 9,500
- 25' ERICSON, '74 11,900
- 25' KIRBY, '79 11,950
- 25' O'DAY, '78 9,950
- 25' PEARSON ARIEL, '62 6,500
- 23' COLUMBIA, '75 5,995
- 22' CHRYSLER, '76 6,500
- 22' COLUMBIA, '68 2,500
- 21' YNGLING, '84 8,000
- 17' MACGREGOR, '73 2,000

AND MANY MORE!!



# Sunset Yachts

3310 Powell Street, Emeryville (415) 654-9185



# Raytheon



## Raytheon makes big news with a remarkable small boat radar.

### *not very* First the bad news.

To bring the added convenience and safety of radar navigation to trailer boats, center consoles, day sailers, and such, we made the R10 Radome Antenna<sup>\*</sup> exceptionally small. Only 17.7" x 8.9" and 12.1 lbs, to be exact. At this size we had to accept a 6° horizontal beam width. That's a law of physics. Not a Raytheon choice. The result is a slight reduction in long-range definition, when compared to our larger radars.

### Now the good news.

With its Low-noise Front End Receiver and Microwave Integrated Circuit (MIC), the R10's 1.3-kW transmitter packs enough punch to challenge the performance of larger radars. And, just look at all of these other outstanding features:

- The weatherproof R10 has passed Raytheon's tough environmental tests for shock, vibration, temperature extremes, and resistance to corrosion, fungus and water penetration
- Bright 7", 512-line Raster Scan display
- Shows Lat/Long or Loran TD position\*
- 7 ranges from 1/4 to 16 nm
- 2 pulse lengths
- Target expansion
- Range rings
- Electronic Bearing Line (EBL) and Variable Range Marker (VRM) with readouts
- SeaGuard Intrusion Alarm
- IR, rain and sea clutter controls
- Meter bars show levels set for rain and sea clutter, gain and tuning
- Picture "freeze"
- Easy to install
- Display mounts on dashboard, bulkhead or cabin top
- Bracket permits fast removal for safe storage
- Fits into overhead equipment cabinets
- Optional recessed display mounting kit available

Whether used as the only radar on a small boat, or as back up on a larger boat, R10 delivers the superior performance you expect only from Raytheon. Where quality starts with fundamentals.

**RAYTHEON MARINE COMPANY**  
46 River Road  
Hudson NH 03051 USA  
603-881-5200 FAX 603-881-4756



\* With proper NMEA 0182/0183 inputs from Loran-C, SatNav, Decca Navigator, Omega or GPS

Specifications are subject to change without notice  
Pending FCC Type Acceptance

# Raytheon



# CALENDAR

sailors don't have to pay bridge toll the night before.

**April 20** — Singlehanded Sailing Society TransPac Seminar, Oakland YC, 7 p.m. this is the fifth lecture in this worthwhile series for any sailor. Lt. Dan McClellan will speak on air/sea rescue and the use of EPIRBs; Dr. Peter Strykers, SSS TransPac veteran, will address the topic of medicine at sea; and Lauren Anderson will look at common sense and nutrition. Admission free. Call Shama Kota at 332-5073 for more.

**April 24** — Opening Day. Theme is "Sports on the Bay." Festivities include a Blessing of the fleet in Raccoon Strait, a decorated boat parade and fire boat show. PICYA sponsors. Richard Tipton, (707) 745-0166.

## Racing

**March 5-6** — The Big Daddy Weekend, a combination sailing season kickoff/ rite of manhood/ party till you drop. Richmond YC offers something for everybody here: serious racing, fun racing, IOR, PHRF, even one design racing for Express 27s and 37s. These guys are serious about having fun! You can reach RYC at 237-2821.

**March 5-6** — Spring Keelboat Regatta. St. Francis YC, 563-6363.

**March 5** — First race of the Ballena Bay YC Spring Whale Chase Series. First one to grab a fluke wins . . . just kidding. Other races in this spinnaker/non-spinnaker divisions race are 3/19, 4/2, 4/16 and 4/30. 523-BBYC.

**March 14-20** — Congressional Cup, Long Beach. One of the premiere match racing events in the world. Long Beach YC hosts. (213) 598-9401.

**March 19-20** — 16th Annual Wheeler Regatta, sponsored by Berkeley YC. For IOR and PHRF classes. For more, call Bobbi Tosse at 939-9885.

**March 26, 27** — Kona Kai International YC America's Schooner Cup Race in San Diego. Vintage schooners racing for charity; proceeds go to the Make-A-Wish Foundation. NorCal boats encouraged to attend. Call Ron Griffin at (619) 226-2336.

**March 26-27** — Express Regatta. Encinal YC invites all owners of Express 27, 34 and 37 boats to this two-day event. First race in North Bay, second finishes in Estuary. For more on guest docking, dinner and the like, call Jeff Winkelhake at 420-3202 (days) or 254-4741 (eves.).

**April 6-10** — U.S. Yacht Club Challenge. Twelve clubs, including the Bay Area's St. Francis YC, will square off in identical Schock 35's in a five race series to determine whose the best yacht club in the nation. Sponsored by Rolex Watch U.S.A. and hosted by Newport Harbor YC.

**April 9** — Doublehanded Farallones Race. This is the ninth running of one of the more exciting shorthanded events held anywhere. Sponsored by the Bay Area Multihull Association (BAMA), all types of boats are welcome — it's been done in everything from 65-footers to Santana 22s. For more information, call Lynne Therriault at 232-2725 or write 6127 Plymouth Avenue, Richmond, CA 94805.

**April 9-10** — Resin Regatta, hosted by the San Francisco YC. The woodies have their own races, this one's for fiberglass boats only. Several one-design classes have been invited already. If your class is interested, call Rich Wideman at 892-6308 after 6 p.m.

**April 9-10** — Lakeport YC Spring Regatta, on beautiful Clear Lake. Dick Smith, (707) 263-1476 or Ken Sheldon, (707) 263-5039.

**April 22** — Newport to Ensenada Race. 41st annual "Enchilada Derby". This race bills itself as the largest international yacht race on the planet. Almost everything that floats in Southern California enters. Contact NOSA at (714)-640-1351 for the lowdown.

# ICOM MICRO

From the wizardry of MICRO technology bursts forth a dramatic new dimension in marine communications. ICOM's pace-setting IC-M8 MICRO (the size of a cassette tape) is designed to be your personal companion in the marine world wherever you go. See the future in marine radio at . . .

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## Stanford University Sailing

### Why Not Try It Before You Buy It!

Stanford University has several boats available for one year charter. These charters are available with the first right or refusal to purchase.

#### SAIL

35' Challenger ketch . . .	diesel	Brisbane
33' Pearsan Vanguard . .	gas	Brisbane
32' Valiant . . . . .	diesel	Brisbane
31' Cal . . . . .	diesel	Brisbane
30' Alberg . . . . .	diesel	Brisbane
24' J/24 and trailer . . .		Redwd City

#### POWER

30' Sea Ray Spartfisher .	gas	Manterey
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## (415) 723-7970

See Advertiser's Index  
in this issue  
for additional ad

**Joe Petrucci**



# 30' - 50' berths for rent on the San Francisco waterfront at the new South Beach Harbor.



- ★ Located one-half mile south of the Bay Bridge.
- ★ Direct access to deep water, even at lowest tides.
- ★ Locking security gates and 24-hour patrol.
- ★ Solid concrete breakwaters minimizing surge.
- ★ Dockboxes, water and power hook-ups.
- ★ 500' guest dock.
- ★ 5 minutes away from downtown San Francisco

## South Beach Harbor

The Embarcadero at Pier 40, San Francisco, CA 94107

Harbor Master: (415) 495-4911



# CALENDAR

## REMAINING MIDWINTER RACES

ANDREAS COVE YACHT CLUB — March 12. Call (916) 395-8581 for more information.

ENCINAL YC — "Jack Frost Warmup Series," 3/5, 3/19, 4/2, 4/16, Olympic Circle. For more, contact Seth Bailey at 521-4780.

LAKE MERRITT SAILING CLUB — March 6. Skipper's meeting 10:30 a.m.

SANTA CRUZ YC — March 19, 20. Contact Rob Franks at (408) 425-0361.

SAUSALITO CRUISING CLUB — March 6. Starts at Little Harding. Contact YRA at 771-9500.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements for events that are free or don't cost much to attend. The *Calendar* is **not** meant to support commercial enterprises.

## March Weekend Tides

date/day	max current	slack	max current
3/5/Sat		0211	0458/3.5E
		0826	
	1118/2.9F	1423	1713/3.4E
3/5/Sun		2037	
	2334/2.9F		
		0235	0533/3.6E
3/12/Sat		0904	
		1507	1752/3.0E
		2101	
3/13/Sun		0144	0443/1.6F
		0718	
	1058/4.0E	1513	1825/3.0F
3/19/Sat		2151	
	2352/1.5E		
		0304	0552/2.0F
3/20/Sun		0833	
	1204/4.4E	1610	1922/3.5F
		2239	
3/26/Sat		0141	0437/4.9E
		0814	
	1110/4.2F	1424	1703/3.9F
3/27/Sun		2027	
	2318/3.6F		
		0216	0520/4.9E
3/27/Sun		0805	
	1203/4.0F	1521	1748/3.2E
		2108	
3/27/Sun	2359/3.1F		
	0018/1.1E	0241	0526/1.4F
		0749	
3/27/Sun	1125/3.2E	1530	1852/7.8F
		2156	
	0111/1.5E	0340	0634/1.7F
3/27/Sun		0855	
	1238/3.4E	1620	1935/3.1F
		2236	



**Would  
You  
Rather  
Go  
Sailing  
Or  
Painting  
Next  
Week-  
end?**

**We  
Are  
Paint  
Specialists**



- Most sophisticated sand-blasting equipment in the Bay area — spend less time sanding.
- Experts with all the latest marine finishes.
- Blisters have met their match — experience and equipment for the most demanding job.
- Indoor painting facilities
- Do-it-yourselfers welcome.

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MARINE**

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### OUR FULL SERVICE YARD PROVIDES:

- A yacht quality woodworking shop
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**Marine Supplies  
At Discount Prices**

For your convenience we provide  
a beautiful full service chandlery  
with over 33,000 items in stock.  
Friendly, resourceful and professional



### SVENDSEN'S COMPLETE MAST & RIGGING SHOP

Wood and aluminum, Navtec rod rigging,  
furling systems, swaging and  
wire to rope splicing



## THE BOATERS SUPERMARKET

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ALAMEDA, CA 94501

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OPEN TO SERVE YOU  
M-F 8-5:30 SAT. 8-5  
SUN 9-4



# "I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

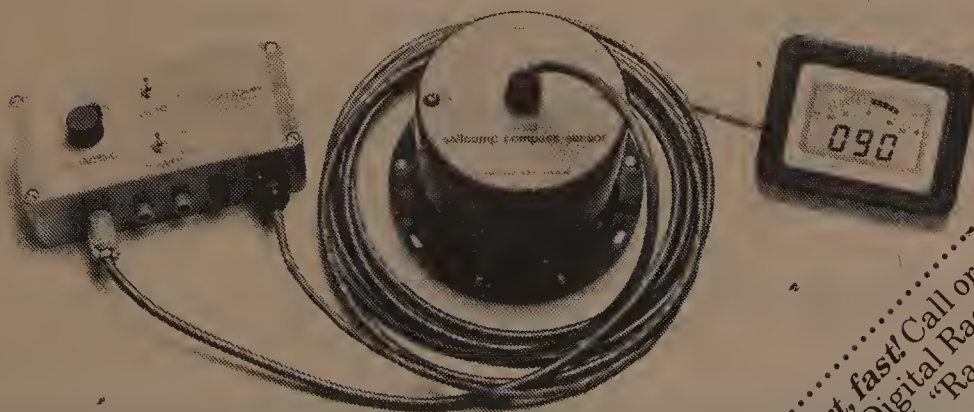
I used to spend every Saturday afternoon in the middle of the fleet with the same bunch of guys. No matter what I tried, I was never fast enough to break away from the pack. Whenever I sailed next to the top guys it seemed like I was going just as fast as they were, but by the first mark they were *always* ahead.

One day I realized, I wouldn't get faster until I got smarter. I'd heard about Sailcomp compasses, but didn't think they could make enough of a difference to be worth the money. After all, how could a digital compass make me go faster? Finally, I gave one a try. You wouldn't believe the difference. *Sailing smarter made me faster.*

We never used to pay much attention to the compass. Sailing upwind, I'd ask the crew "are we up or down?" Two people said "up," two said "down" and the rest didn't understand the question. Now when I sail upwind, even my wife can call the shifts. The display not only shows your exact heading, but also how much you're lifted or headed. Two or three degree windshifts, oscillations, persistent shifts; it's all clear to me now. I still see all the same guys on Saturdays, but now it's only at the bar after the race. I knew windshifts and tactics were important—I just didn't realize *how important!*

I could have spent a million dollars on my boat and still not have gone fast enough to make up for missing one big shift. Nobody goes *that* fast. You can't win races with a slow boat. **But you know, my boat seems a lot faster these days.**

## Sailcomp Digital Racing Compasses



**The Sailcomp PC103 Racing Compass** gives you tactical information that helps you win races. The display shows the heading and the starting timer in large digits while off-course and head/lift data is displayed on the upper analog display.

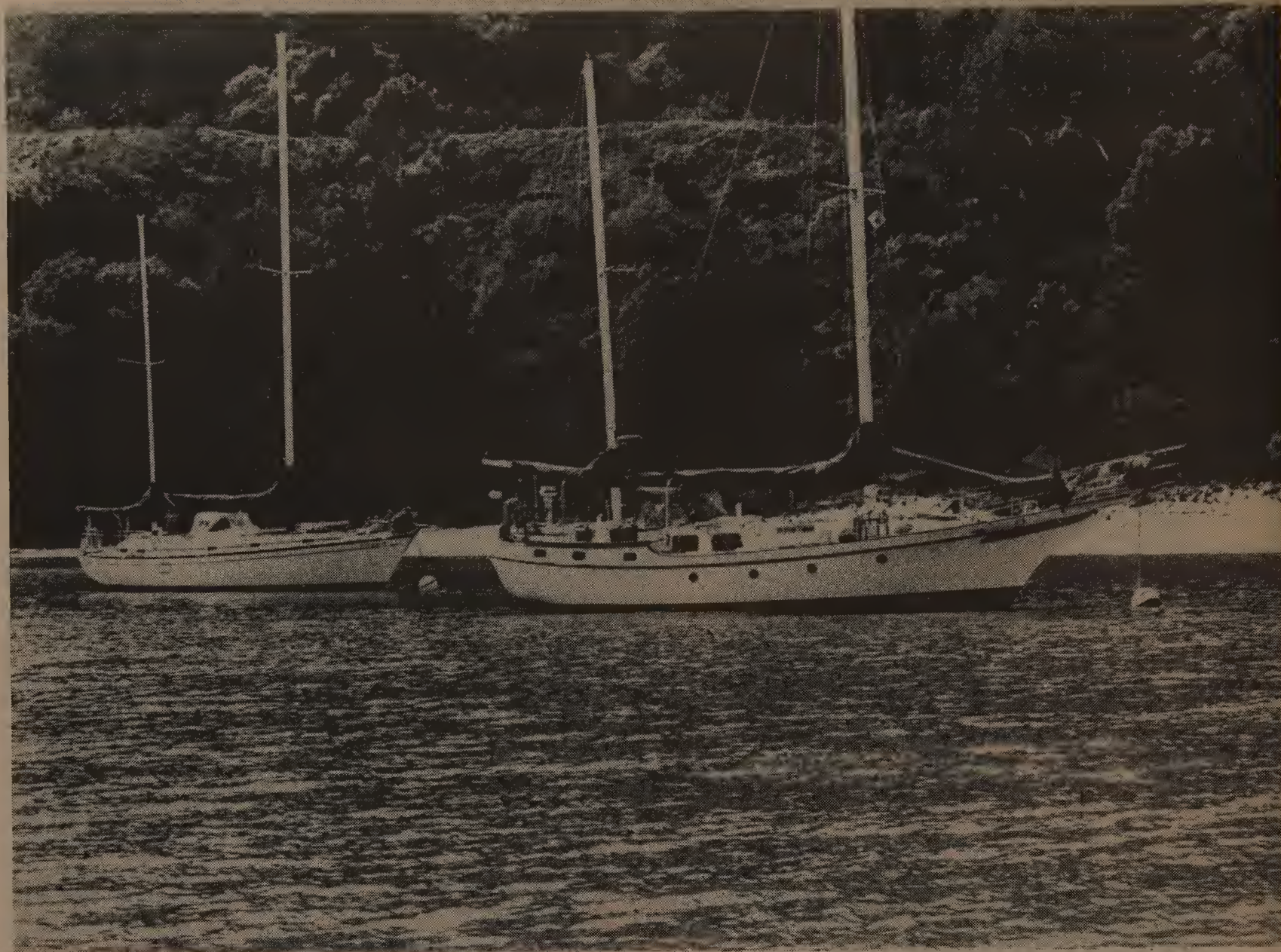
Get smart, fast! Call or write for information on  
Sailcomp Digital Racing Compasses and a free  
pamphlet, "Racing with the Sailcomp".

NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Send to: KVH Industries, Inc.  
850 Aquidneck Avenue, Suite L8  
Middletown, RI 02840  
(401) 847-3327  
telex: 382051  
Made in U.S.A.





## LET'S GO CRUISING

Here are some ideas to help your family enjoy sailing more.

- A roller furling jib can eliminate the hoisting, lowering & changing of jibs.
- Checking & restitching your sails as necessary can make them more reliable.
- Full battens can be built into a new **BATMAIN** or retrofitted to your present main.
- Lazy jacks will catch your main when you drop it. They also help reefing.

Service & practical innovation is what



is all about.



### **SAUSALITO**

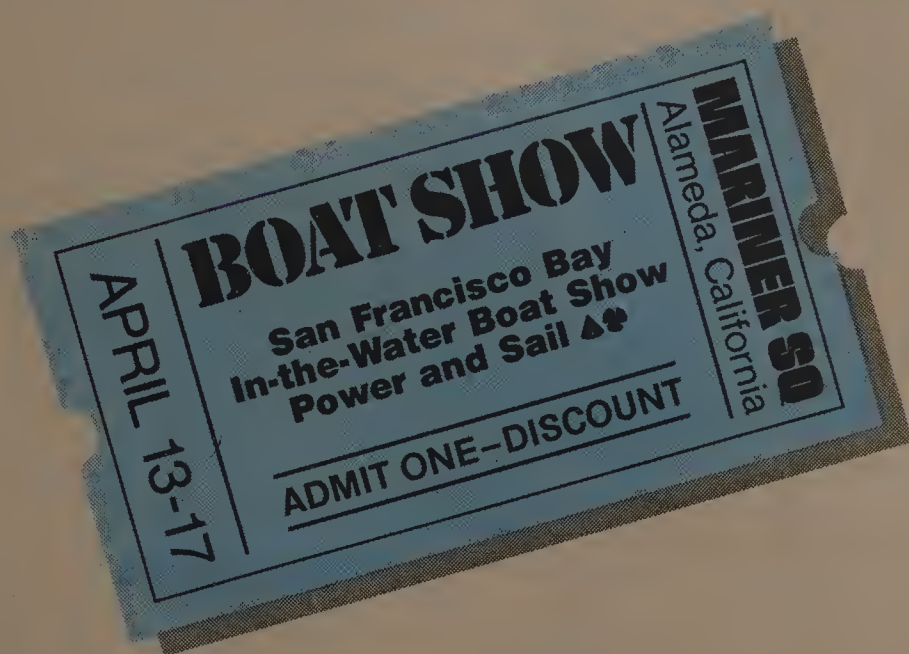
67 LIBERTYSHIP WAY, SAUSALITO, CA 94965

**(415) 331-9254**

Near Bay Model, Above Easom Boatworks



	W	Th	F	S	Su
APRIL	13	14	15	16	17



# Five of the best days in April will be spent at the Boat Show!

## San Francisco Bay In-the-Water BOAT SHOW Power and Sail

The largest In-the-Water Boat Show in Northern California.  
Come see sail and power boats on display both in the water and on  
land. The latest models from leading manufacturers world-wide.  
Marine accessories too!

**LOCATION:** Mariner Square, Alameda, California. Take the first  
immediate right after exiting the Alameda Tube.

**HOURS:** Wed.-Fri. 11:30-6:00, Sat. and Sun. 10:00-6:00

**ADMISSION:** Adults \$5.00 Ages 6-12 \$2.00 Under 5 Free.

**\$1.00 DISCOUNT** off one General Admission with this Ad!

The Official  
Boat Show  
Beverages:



Great Taste...  
Less Filling



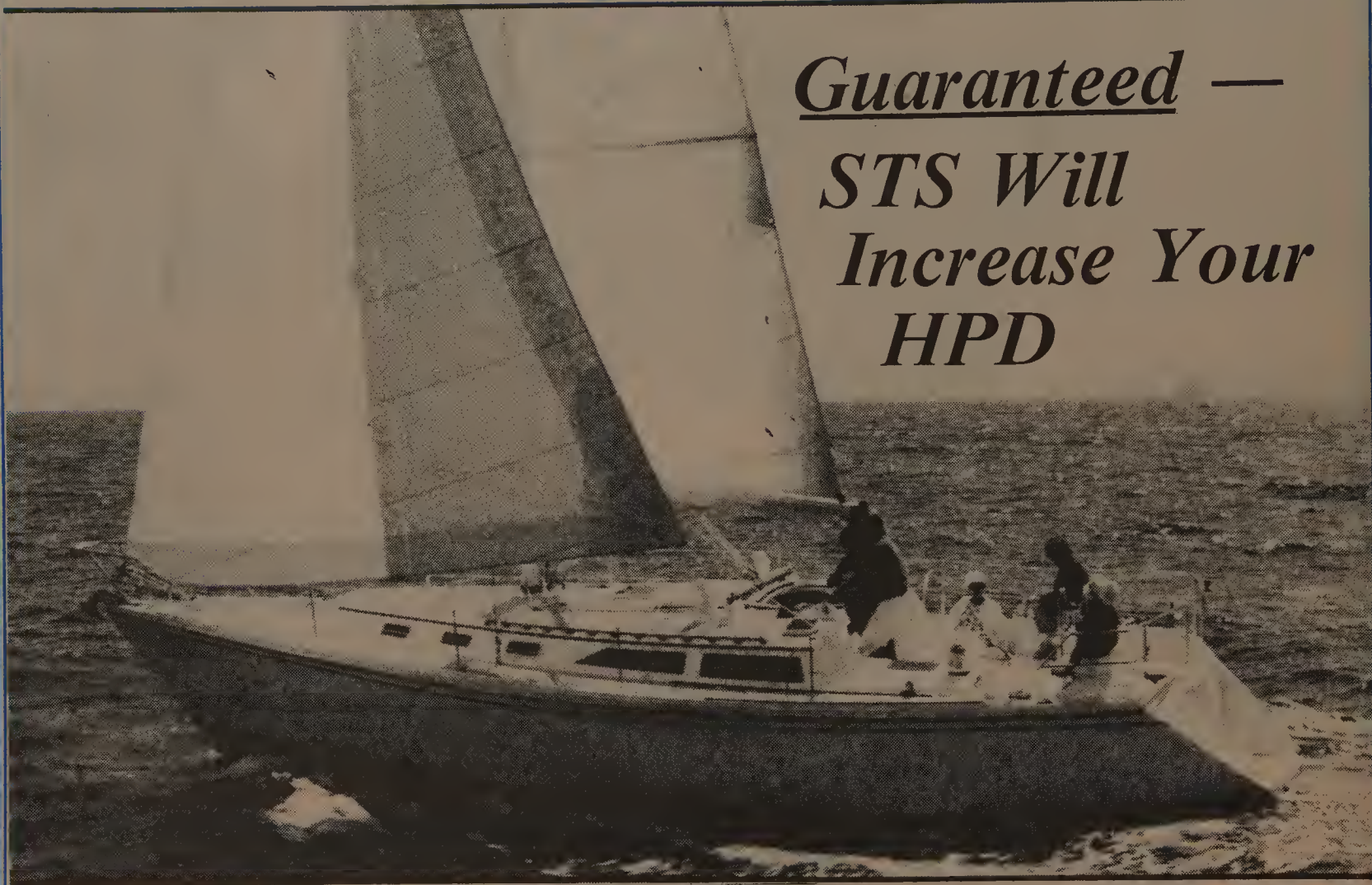
Seagram's  
COOLERS



LT



# Catalina//Yachts



THE NEW CATALINA 42

Guaranteed —  
*STS Will  
Increase Your  
HPD*

*Absolutely, positively . . . Catalina's innovative STS (self-tending sails) series provides you with an outstanding option that we guarantee will increase your HPD (happiness per dollar). Catalina Yachts now has self-tending sails which means any of their yachts can be easily handled by a couple without the usual army of deck apes. How is this done? Specially designed sails and systems which bring all controls to the cockpit provides a self-tacking jib and self-tacking main.*

*Also, call us about the new 42. Full of all the features Catalina is famous for but with more room and performance than ever before.*

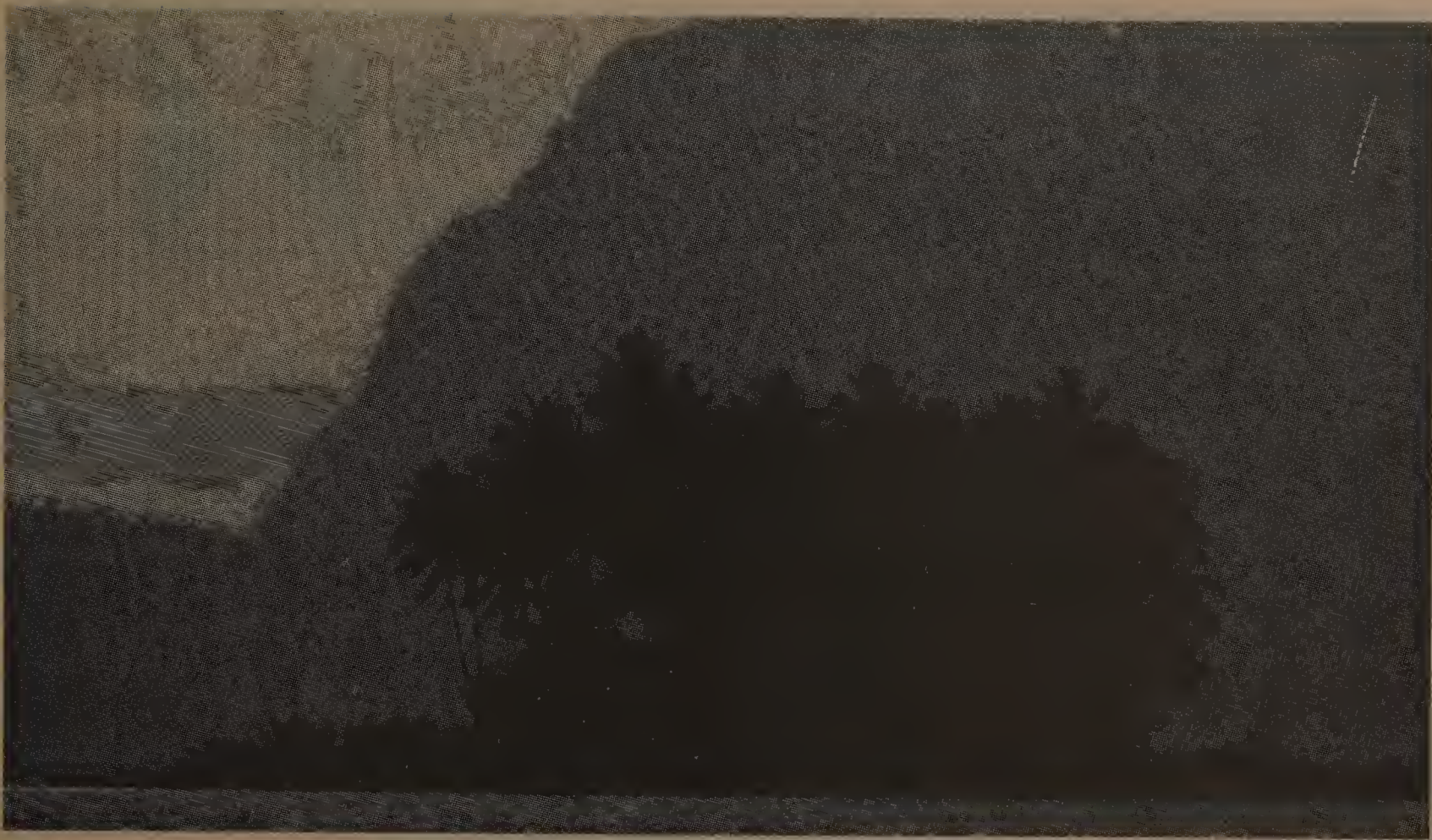
*O'Neill Yachts — providing a consistent quality boat dealership to Monterey Bay.*



## O'NEILL YACHTS

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# You Only Go Around Once In Life. And It Ought To Be Around Tahiti.

Some people wait — and save — a lifetime to visit Paradise. You could be there overnight.

On a superb Moorings charter yacht, you can sail the most beautiful, romantic waters on earth:

Raiatea. Tahaa. Bora-Bora. Huahine. And the hundreds of coral atolls and barrier reefs that form the leeward islands of Tahiti.

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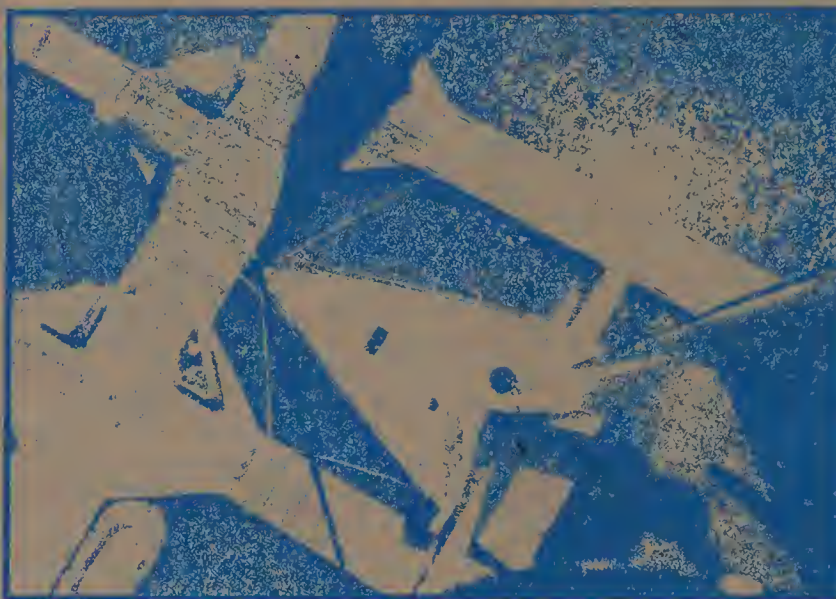


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# LETTERS

## □ EXPLANATION NEEDED FROM THE BIG GUYS

We were returning from Monterey in late January when one of those Pacific Coast 'squalls' smashed into us for about two hours. During this time we listened on Channel 16 as the Coast Guard in Monterey rescued the *Don Giovanni*, a fishing boat. Beaten down



Patrolling or hasseling?

from our own problems, we pulled into Pillar Point harbor at night looking for some rest.

Those who have been there know that it's no fun even trying to find Pillar Point's outer entrance at night; the shoreline lights, the reefs, the crooked approach all make it difficult. But on a line between the outer and inner harbor entrances sat a Coast Guard cutter. Apparently it was anchored; it was lit up like an oil rig so I couldn't really be sure.

While creeping around the cutter, an inflatable with Coast Guard personnel came alongside intending to board us. With my depth-sounder alarm pinging, I dodged an unlighted buoy and nearly ran into the inner sea wall; I yelled to the boarding party to wait until I was moored. We made it to the 'H' dock, where we were splicing the main brace in relief as the boarding party arrived.

I've always wondered about these boardings. Sure, they check important stuff . . . like your pollution plaque, the life-jackets and fire extinguishers. But why is it they never check your strobes, EPIRB and liferaft? They asked the fishing boat about those kinds of things while the poor guy was trying to plug up a large hole with a small plug.

You may remember me, I'm the one who wrote about being boarded six times in six days back in 1986 during a trip to Vancouver. Never once during those six inspections were we searched for drugs!

Don't get me wrong, I love the little guys in the Coast Guard a lot, and someday maybe they'll be answering my MAYDAY. But it's the mentality of the big guys I worry about. And now they're cutting funds. What does that mean, less patrols and more dumb boardings?

Give us a break!

'K.C.' Holm  
Escape, Downeaster 41

K.C. — We're with you. We think the Coast Guard does phenomenal rescue work. We could even live with an intelligent drug interdiction program. But to sacrifice life-saving patrols for what seems to be a poorly-conceived and implemented drug interdiction program — there's simply no excuse for being boarded six times in six days — is foolish. The 'big guys' in the Coast Guard — and especially the Department of Transportation that oversees the Coast Guard — need to effect a rapid about-face lest they lose the respect the Coast Guard spent 100 years earning.

## □ HOPING FOR HORMONE PROBLEMS

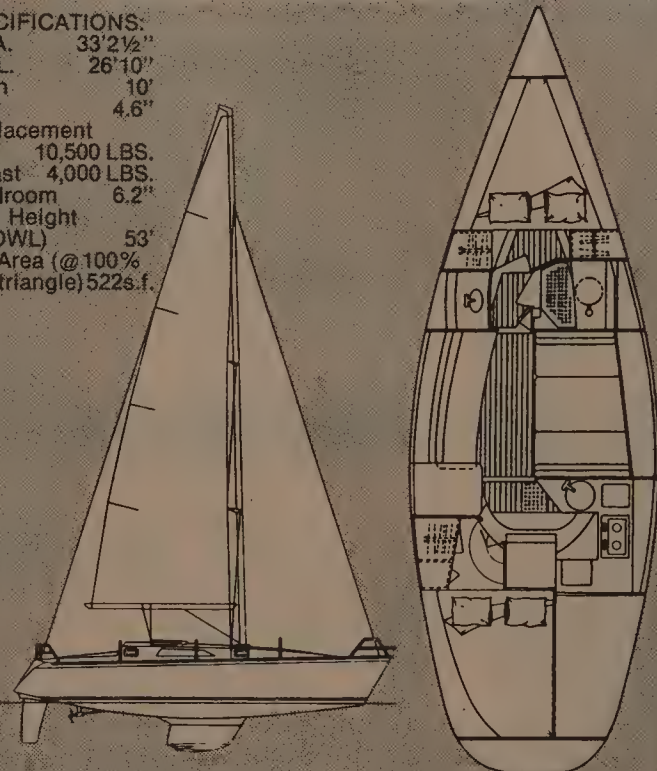
Numerous Bay Area sailboarders have brought to my attention a

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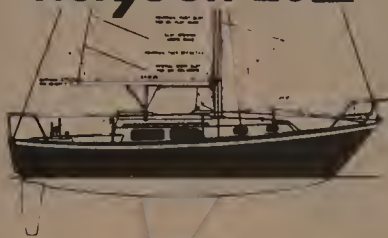
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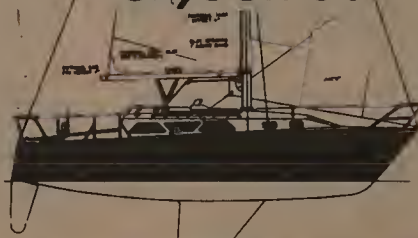
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25' MERIT/trlr, '83	18,000	28' ISLANDER, '75	28,000	30' PEARSON 303	45,000	36' YAMAHA slp, '81	79,000	41' FORMOSA kch	79,000
25' O'DAY/trlr, '79	15,000	28' SUN slp, '78	18,500	30' PEARSON, '73	23,000	36' PEARSON, '73	54,000	41' ISLNR Freeport	89,000
25' FREEDOM Cat	19,500	30' PEARSON Vangrd	22,000	30' NEWPORT MkII	28,500	36' CHEOY LEE kch	67,000	41' NEWPORT II, '83	82,000
25' OLSON/trlr, '85	20,000	30' HUNTER, '80	32,000	30' RAWSON, '67	27,700	36' C.L. Luders slp	49,500	44' SPENCER ctttr	139,000
27' ERICSON, '74	15,900	30' CATALINA, (2) frm	29,900	32' DOWNEAST, '75	45,000	36' PEARSON 365	60,000	50' GULFSTAR kch	110,000
27' EXPRESS/trlr, '82	27,000	30' CATALINA, '79	28,500	33' YAMAHA slp, '79	34,000	38' ALAJUELA, '77	79,000	60' GAFF ctttr, '11	95,000

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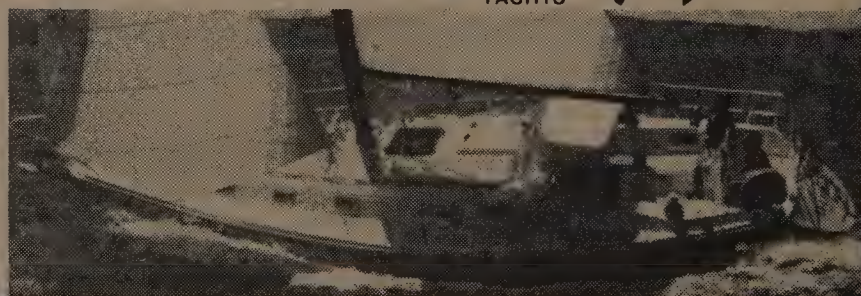
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30' C&C, '80	39,500	32' ERICSON, '69	20,950	35' BRISTOL 35.5, '79	63,000	37' PEARSON, '82	60,950	40' BRISTOL, '79	99,950
30' ERICSON, '83	45,000	33' TARTAN, '79	29,950	35' C&C, '84	Offers	38' ALAJUELA, '76	79,000	40' C&C, '84	129,950
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30' PEARSON 303, '84	59,995	34' PEARSON, '85	79,000	36' PEARSON 365, '76	62,500	38' ERICSON 200, '86	89,500	41' JEANNEAU, '86	137,500
32' ERICSON, '69	24,500	34' C&C, '81	67,500	36' JEANNEAU, '85	82,000	38' ERICSON, '82	79,950	45' JEANNEAU, '85	197,500
		35' ERICSON, '76	39,500	36' PEARSON, '85	98,500	38' PEARSON 385, '85	119,500	45' FUJI, '77	139,000

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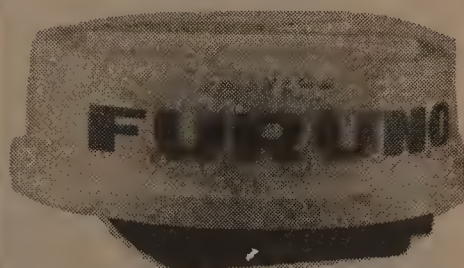
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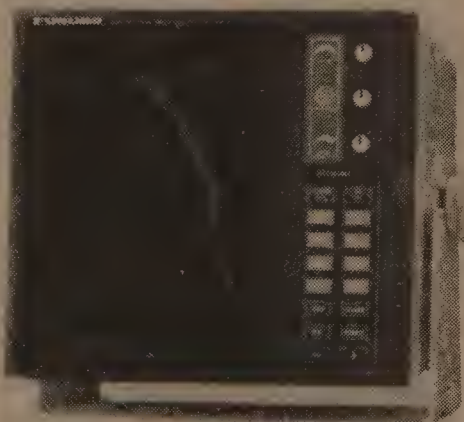
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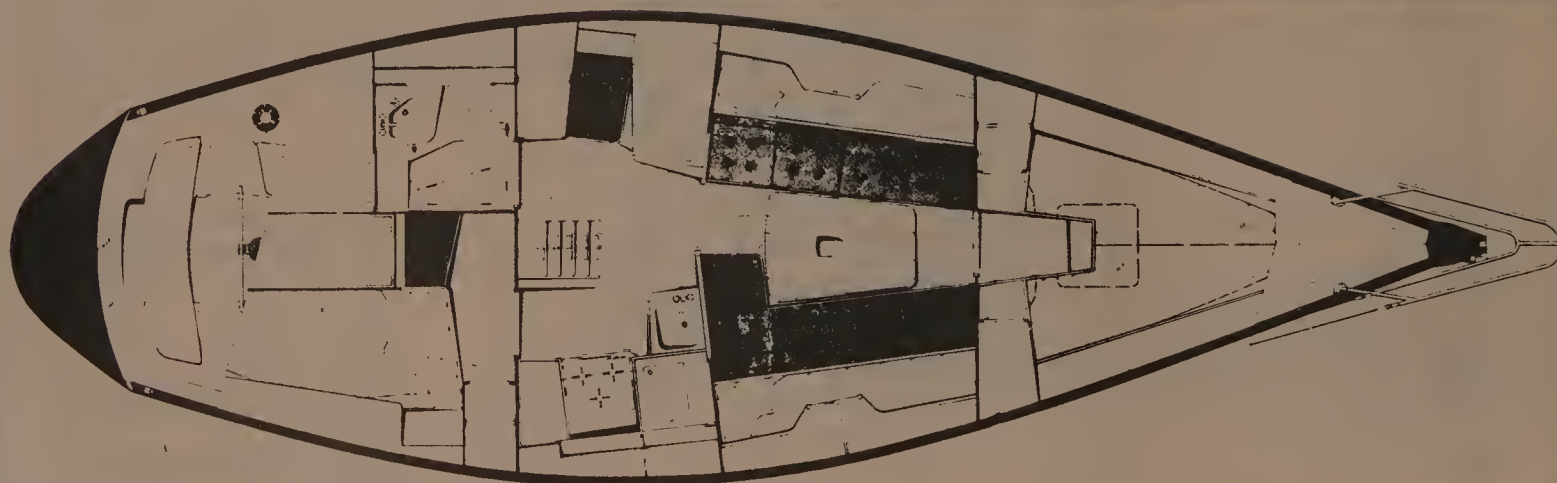
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# LETTERS

letter from Mark and Kris Warnock of *Escape* regarding a sailboarder who hit the dinghy they were towing near the Golden Gate Bridge. We at the San Francisco Boardsailing Association (SFBA) appreciate their concern about sailboard safety and wish to respond.

As many local sailors and sailboarders know (see *Latitude*, December '85), the SFBA was formed three years ago to help promote safe windsurfing on the Bay and to address safety problems such as the one brought up by the Warnocks. We are happy to report that response to the SFBA and to our objectives has been overwhelming. We now have several hundred members from Northern California making the SFBA the largest volunteer boardsailing association in the country.

We are also happy to report that because of our on-going safety education program — which includes signs, hand-outs, newsletters and safety meetings with the Coast Guard and other boating authorities — we have had no major 'incidents' on the Bay. We can assure you that our members — and most sailboarders — share the Warnock's concern for exercising more caution when near boats and trying to keep a safer distance.

While I was glad to learn the sailboarder in the letter did not cut in front of *Escape*, it still appears there was no excuse for cutting so close astern to create a dangerous situation by hitting their dinghy. We will bring this incident to the attention of our membership in our next newsletter or safety meeting.

In closing, I'm sure that many windsurfers also enjoyed your tongue in cheek editorial response to the Warnocks about "athletic youth", "irrational", "wild sailboarders", with "hormone" problems. A quick survey of our newly-elected SFBA Board of Directors (average age near 40 with the oldest member having just turned 70!) showed that few felt "irrational", most appreciated the "athletic youth" compliment, and all hoped "hormone" problems would make them "wild" again!

Thanks to the Warnocks for their letter of concern and your humorous response.

Burch Thomsen  
President, San Francisco Boardsailing Association

*Burch — Let's not make a big deal out of this, but our editorial tongue was not in our cheek. The board of directors of any group — motorcycle gangs included — always tends to be older and more responsible than the general membership. So while newly-elected SFBA board may not be wild and at the mercy of their hormones, some sailboarders clearly are. There's nothing unusual about it, as it's the same with surfing, skiing, skateboarding, motorcycle riding — and yes, yacht racing.*

*But don't get us wrong, as both sailors and boardsailors, we applaud your efforts to educate those who boardsail the Bay and moderate the activity of the young who like to dabble at the fringes.*

## ☐ MOST BOARDSAILORS ARE AWARE OF TRAFFIC

I'd like to comment on the incident in which the boardsailor hit the dinghy being towed behind *Escape* near the Golden Gate Bridge (January issue).

Regularly — as often as five days a week — we get out for a sail on the Bay with one of our three vessels. Our longest is nine feet, nine inches. The fact is, wetsuits never really dry out in summer.

'Boardheads' regularly pass astern of large boats, both to check out the 'other' side of sailing (can't afford a big one), and to catch air off the wake. It's a lot safer than passing across the bow. Showboating? Quick jibes are on a dime. The only real danger is 'disappearing' when we go down — which isn't often.

Most advanced short boarders are very aware of traffic — we are

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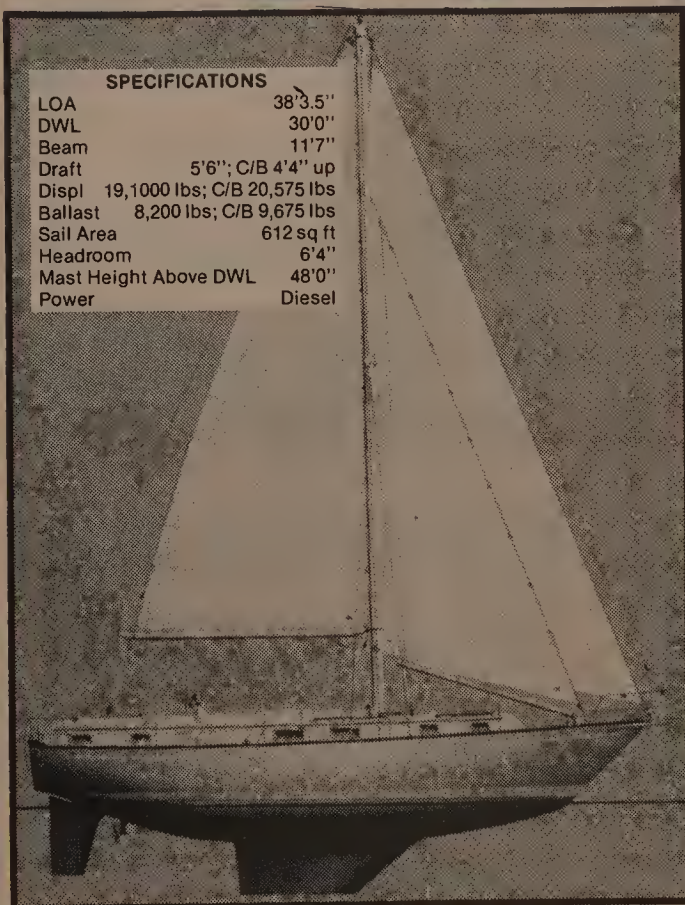
FROM THE PORT OF SAN FRANCISCO  
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## 1984 PEARSON 385

*'Elene'*

Hull No: "26" PEA77026C484  
Coast Guard Documented No: 674015  
Name *'Elene'* In Script Aft Quarter  
Port of Registry "San Bruno"

White Hull Blue Stripe & Boot Topping  
White Upper House with Teak Trim  
Blue Canvas Dodgers & Sail Covers  
White Sails, Main, Genoa & Jib  
Vessel Fitted for Mast Head Wind Indicator  
But Indicator Missing  
Stereo Speakers Fitted In Cockpit  
Aft Cockpit Air Vent Missing



SPECIFICATIONS	
LOA	38'3.5"
DWL	30'0"
Beam	11'7"
Draft	5'6"; C/B 4'4" up
Displ	19,100 lbs; C/B 20,575 lbs
Ballast	8,200 lbs; C/B 9,675 lbs
Sail Area	612 sq ft
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Mast Height Above DWL	48'0"
Power	Diesel



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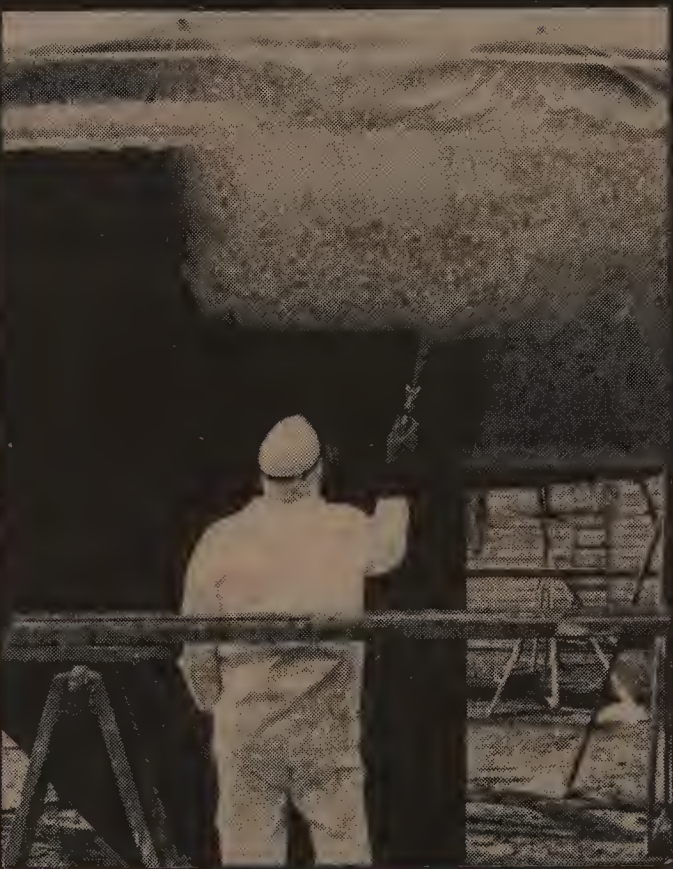
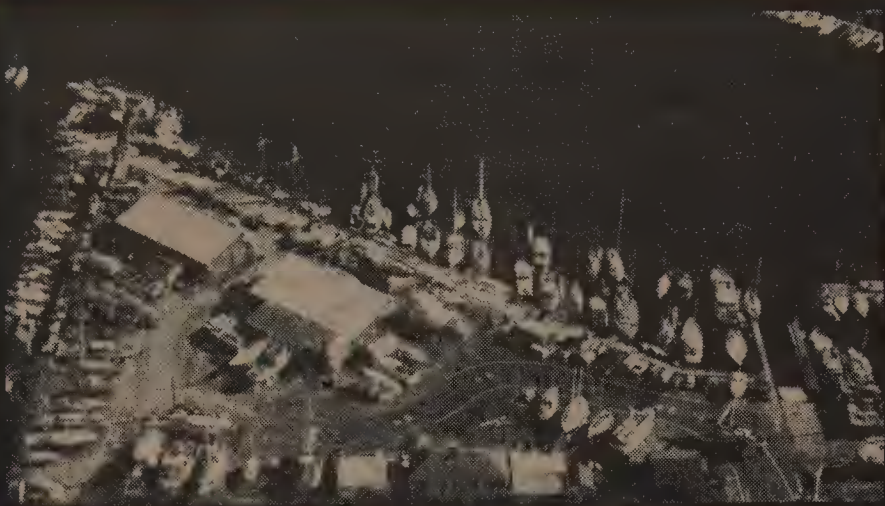


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# LETTERS

the low men on the totem pole.

Of course, a few in every crowd are more bold than old, causing incidents like *Escape's*; but they are rare. During the gaggle of catamarans for the Nationals off Coyote Point last year, the only incident, and it was minor, happened when a friend fell into the windshadow of the committee boat.

I'm quite amazed at the sailor that hit *Escape's* dinghy. He must have been stoned or stupid. We're generally much more safety conscious.

John Hamilton  
Mt. View, ASD and Velocity Boards

John — We sure don't want to give the impression we have anything against showboating. It's almost as fun to watch as it is to do.

The way we see it, the 'how close is too close' issue is relative. Obviously any kind of actual collision is too close. Beyond that, it's our feeling that it's alright to shave the transoms of racing boats pretty close. There are two reasons. First, close shaves are an integral part of yacht racing so the crews are used to it. Secondly, when going past the popular Crissy Field boardsailing area, race boats are usually on spinnaker runs, putting the best launch ramp a comfortable 10 to 15 feet aft.

As for boats out for weekend pleasure sails, we think it's discourteous for sailboarders to cut it anywhere that close. For the most part these skippers have less experience with close calls and are less inclined to appreciate an up-close display of virtuosity.

Lest boardsailors get the impression anyone is trying to impose a bunch of restrictions on only them, we also use this 'rule of relative proximity' in close shaves between our sailboat and others. Because sailboats are less maneuverable, both distances are naturally increased substantially.

## □ VAGUE, MISLEADING, AMUSING . . .

Your confusion over the obscure "trim-as-a-12 meter . . ." ad is understandable. Ads in other journals are often vague, misleading, and, as you so aptly point out, amusing. Thank goodness we sailors communicate on a higher, more literate level.

But, horrors, what do my wondering eyes behold? There, right in good ol' *Latitude*, an ad from World Yacht Center for their offering of Hans Christian 33's (a boat I have no quarrel with). There, at the bottom . . . well, may I quote?

"When the time comes to sell your Hans Christian, you will be comforted to know that your 33 has appreciated steadily in value. (At the time of the writing there is only one used 33 on the West Coast, a 1981, listed at a scant 10% under the cost of new.)"

This copywriter has been eating too many bananas — listening to his stock broker explaining that a mere 30% loss on Black Monday was really doing pretty well. At any rate, with this sort of economics, one's checkbook will soon be out of trim.

Jim Cate  
San Ramon

Jim — The ones that kill us are Ericson dealers who misspell the line 'Erickson'.

## □ TAKING CARE OF THEIR CUSTOMERS

In regard to the ongoing blister problems with fiberglass boats, I've enclosed a relevant letter from Beneteau. Actually, by the time I received their official notice, my boat was already sandblasted and my local Beneteau dealer, Passage Yachts, had already arranged for the repair work to be done.

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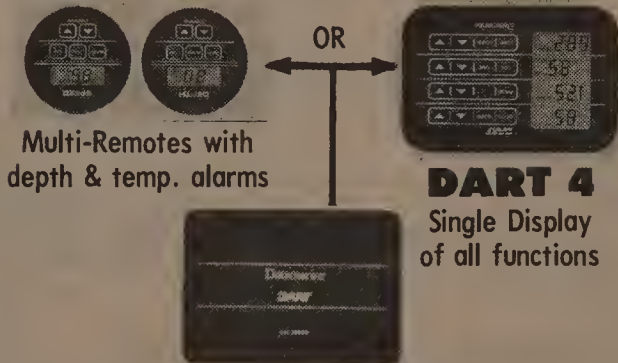


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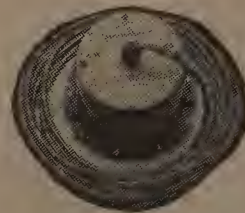
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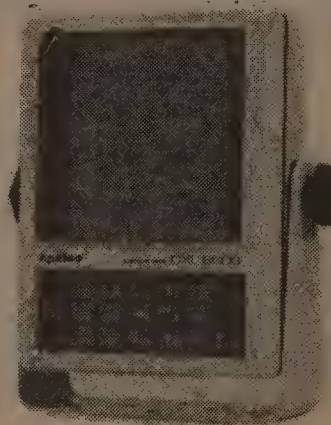
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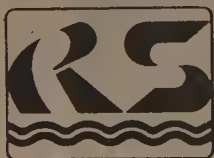
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<b>BOTTOM LINE</b>	<b>\$3.75 / ft</b>	

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\*\* materials and prep extra as necessary  
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Alameda, Ca.



# LETTERS

Beneteau provided a complete procedure to Sanford-Wood Marine, and handled all the details. When I got my boat back, the only bill was for the material and labor of putting on new zincs and bottom paint. Clearly there are some boat manufacturers who take quality and their reputation seriously.

In addition to Beneteau, I want to commend Sanford-Wood for the care of my boat and for the immaculate condition in which it was returned to me.

Bob Prosin  
Beneteau 38, *Puff*

Bob — Thanks for taking the time to write us about those 'good guys'.

It was interesting for us to note one line of the letter sent out by Beneteau: "The product (catalyst) supplied to Beneteau by its suppliers has been found to be the cause of this problem in a judgment rendered by the Commercial Court of La Roche sur Yon on May 12, 1987."

Latitude is planning an update on the osmosis problem. If you've had any experience with osmotic blisters, we'd appreciate it if you would give John Riise a call at (800) 638-3834.

## □ CINDY, LORELEI AND CATALOUPES

Your *Sex At Sea* feature in the January issue was up to your usual level of perverse excellence. But inasmuch as it dealt primarily with the physical aspects of the subject (once again your usual level), everyone should realize that there is another dimension to the eternal triangle of man, woman, and sailboat. Sooner or later, we all inevitably end up singlehandedly.

Take my Cindy (the woman) and my Lorelei (the boat). At 10:45 p.m. of the first day of the year, following the traditional New Year's Day frolic under the Golden Gate, Cindy jumped ship, her spike heels clicking down the wooden dock. I watched from the companionway as she went, knowing I'd probably never see her again. She'd stomped off once before and didn't return until I'd driven 150 miles inland to find her and make a new peace. But I swore I wouldn't do it this time.

Thus the sail was furled on our stormy two-year cruise over troubled waters. And the trouble was Lorelei.

It was about six years ago that — as some of us must — I found my way down to the water. The more I sailed the more I found that my typically disastrous relations with women were changing from bad to impossible. By the time I met Cindy, I had learned to examine the fingertips of every female I invited for a Sunday sailing date. If the nails were long and recently polished, it was a bad sign; the date probably wouldn't be too eager to grab a jib sheet when the time came. If the nails were badly polished, it was even worse; the date most likely planned to attend to that matter as soon as the boat left the dock. I had to rule out a lot of potential relationships.

There were other little signs of incompatibility that I came to watch for. If the lady showed up at the dock with the Sunday paper and a pile of magazines — look out! I always had to be on guard for the 96-lb woman lugging 140 pounds of cargo aboard for a four hour cruise, too. Then there were language problems. Some simply refused to come to terms with the sailing vocabulary. And even the slightest cross remark by the distracted skipper could bring tears and sulking from the crew.

Cindy was among the worst. She never failed to bring such necessities as cantaloupe, large jars of mayonnaise and three different kinds of salad dressing to stuff into Lorelei's tiny ice chest. Since I hate cantaloupe and won't eat it, they were usually discovered about a week later, long after they'd begun to turn fuzzy.

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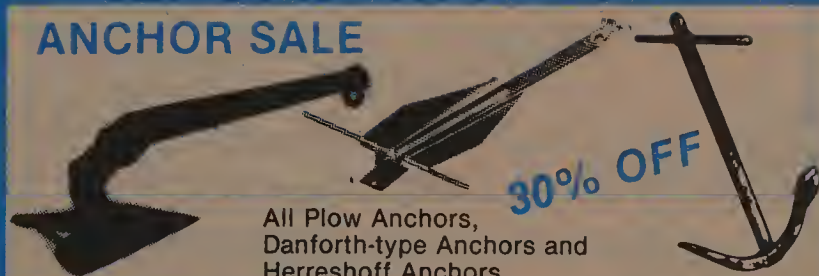
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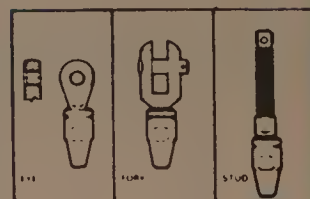


Wire Dia.	Line Dia.	Wire Length	Line Length	List Price	Sale Price
1/8	5/16	30'	30'	74.00	37.00
1/8	3/8	40'	40'	99.00	47.00
5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00



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eyes.....	35.00	\$25.20
stud (1/2 thread)	37.70	\$27.14
5/16" forks.....	65.50	\$47.16
eyes.....	49.50	\$35.64
stud(5/8 thread)	56.50	\$40.68
3/8" eyes.....	74.70	\$53.78
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1/4	\$ .88/ft	\$1.32/ft	\$1.60/ft
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1/2"	\$2.80/ft	\$3.75/ft	\$4.68/ft

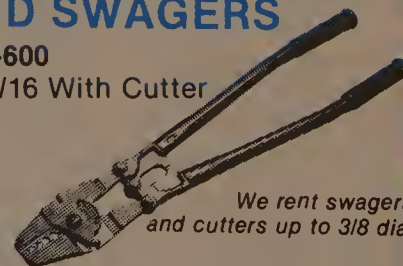
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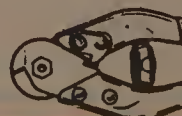
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# LETTERS

Once Cindy brought watermelon. My pants stuck to the cockpit coaming for weeks.

I could go on, but I might as well get right to the worst thing she ever did. This was on a 20-knot August afternoon with lovely Cindy at the helm. We took a little gust up to about 30 knots, and the responsive *Lorelei* headed up into the wind slightly — just as a good boat should. Cindy, however, had abandoned her post at the wheel and disappeared down the companionway.

After regaining control of the boat and my temper, I went below. Cindy and I needed to talk. I found her wedged securely in the forepeak under blankets. "Why did you try and kill us?" I asked in my most soothing voice.

"I thought we were turning over," she sobbed.

"Damn," I thought to myself. I had patiently spent many hours explaining how the 13,000-lb keel would keep the boat from tipping over, and how the slight weather helm of the boat would cause it to head up into the wind and feather rather than tip over. She had never really believed me. This time I pointed out that if the boat actually was turning over, the last thing she would want to do was run below where she wouldn't be able to get off the boat before it sank.

"Sank!" she screamed, "You mean the boat really could sink!?! I'm never coming out here with you again!" She did come out again, but she remained convinced the boat could tip over.

And now Cindy is gone. And now I'm back to weekday evenings alone in the meatshops. Back to putting early caps on barside flirtations by bringing up the subject of sail trim before asking for the lady's phone number. More than a few potential dates have flatly stated that their respective mothers instructed them not to get mixed up with a man who owned a boat but not a house.

The way I see it, it's getting harder to find a woman who sails than it is a winch handle during a panic tack. So far I've only met two ladies who liked to sail in all these years. One lives in Fresno, the other fell overboard while trying to hook a mooring buoy off Angel Island. (The latter woman didn't drown, but she did marry a guy who golfs.)

The sailing life seems to be the lonely life. To stray from that family room and fireplace is to leave behind fairer companions, and that is the pits. But last Saturday I sucked up some guts — and beer — and went singlehanded around the Bay for the first time. It felt so good that on Sunday I headed out alone for the Farallones — and made it! I guess the only woman I'm going to sail with is *Lorelei*.

Cindy, I know you read *Cosmopolitan* rather than *Latitude*, but if you somehow find this, you can always come back to *Lorelei* and me. But if you do, for God's sake, leave the nail polish and cantaloupe at home!

Ken Wilson  
Emerycove

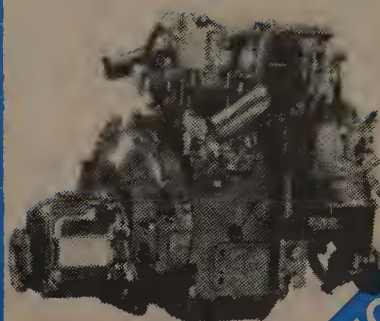
*Readers and 'Cindy' — We've changed the 'leading lady's' name just in case she's come to hate sailing, sailors, and everything associated with it.*

## □ PLENTY TO GO AROUND

There was much in Terese Pencak Schwartz' article, *Sex At Sea*, that I could relate to, and not a lot that I'd argue about. But, it seems to this married sailor out cruising that Schwartz feeds a stereotype that needs changing — no matter how accurately it may characterize reality.

Women who go sailing or cruising and end up — by choice or circumstance — getting high, horrified or horny watching a captain perform all the work of making the boat go, are missing a lot. In addition, if they are the only crew aboard, they are at some risk,

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*The Fun Race to Hawaii*



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Navigators award  
Best dressed crew  
Best cook  
Best crew party at sea  
Last to finish  
Last place corrected  
Fastest days run—corrected  
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Hero award  
Best roll-call award  
Best prepared boat award

Boat whose crew has done most Transpacific Races  
Boat whose crew has done least Transpacific races  
Boat with most women  
Boat with highest average age of crew  
Boat with lowest average age of crew  
Best reception party at Kaneohe  
The "Woodie" Award  
The "Original Boat" Award  
The "Dry Boat" Award  
The "Family" Award  
The "Old Sail" Award  
The "Mixed Doubles" Award

## DIVISION AWARDS

### PHRF

First to finish  
First corrected  
Second corrected  
Third corrected

### IOR

First to finish  
First corrected  
Second corrected  
Third corrected

## PARTICIPATION PRIZES

### ALL BOATS

Crew Commemorative Crew Plaque  
Commemorative Patch

### IMS

First to finish  
First corrected  
Second corrected  
Third corrected

### DOUBLEHANDED

First to finish  
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Skippers Color Photo of Boat  
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### HAWAII

Kaneohe Yacht Club  
Boat Arrival  
Happy Hour

Every Boat  
July 12-23 4-7 p.m.

## SEMINARS

March 3, 1988 Berkeley Yacht Club 7:00 p.m.

### CREW PREPARATION

1. Provisioning
2. Medical Precautions (What first aid skills and basic medications to have on board.)
3. Safety Gear—both personal and for the boat.

### BY INVITATION

Sausalito Yacht Club	June 6
Press Reception	5-7 p.m.
Berkeley Yacht Club	June 30
Pre-Race Party	6-7 a.m.
Sausalito Yacht Club	July 2
Skipper's Meeting	4-6 p.m.
Kaneohe Yacht Club	July 20
Awards Luau	6-7 p.m.

March 31, 1988 Berkeley Yacht Club 7:00 p.m.

### RACE PREPARATION

1. Navigation
2. Tactics
3. Weather
4. Jury Rigging



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28' Columbia	15,000	41' Tartan	59,500
25' Merit	15,950	36' Pearson	59,500
27' Ericson	16,000	45' Far-East	68,000
29' Cal 2-27	16,750	38' C&C	74,500
29' Bristol	16,900	38' Farr	76,000
27' Sun Yacht	18,000	34' Sabre	79,500
30' Rawson	18,900	40' Wilderness	84,000
27' Ericson	19,000	41' Morgan (2)	85,500
29' Cal	19,500	38' Farr	88,000
34' Chinook	23,000	60' Classic	95,000
27' Cal 2-27	24,500		
28' San Juan	Offers		
25' Buccaneer	Offers		
27' C&C			
UNDER \$15K		UNDER 50K	
25' Cheoy Lee	\$3,900	29' Columbia	25,900
25' Folkboat	4,000	30' Ericson	26,000
25' Coronado	4,500	34' Coronado	27,500
22' Santana	6,500	30' Cal 3-30	28,000
25' Coronado	6,800	30' Newport	28,000
25' MacGregor	6,995	30' Tartan	30,000
22' Ranger	7,800	30' Newry	34,500
24' San Juan	9,900	30' O'Day	34,900
26' Balboa	11,000	31' Cal	37,500
25' Ericson 25+	11,500	31' Independence	38,500
26' Sloop Swing	14,500	30' Palm Jhns	39,500
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OVER 100K			
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# LETTERS

should the captain be injured, fall overboard, or otherwise become incapacitated.

Whatever thrills may come of watching a macho skipper perform miracles of navigation and seamanship, they are certainly less than the thrill of fully sharing in the working of the vessel. The captain's role and responsibility is not compromised by a woman who can do everything he can. There will still be enough excitement to whet the libido. The sea has plenty to go around.

On another matter, the *Sightings* piece, *The Chart Business*, didn't hit hard enough on one of the most dangerous consequences of the new higher prices on U.S. Government charts. As time goes on, more and more people, particularly cruisers, will be sailing with out-dated and obsolete charts. It will not take many wrecked vessels or lost lives to make a mockery of the extra revenue generated by higher-priced charts. If the government wants to save money on search and rescue, it should do so by facilitating the wider use of up-to-date charts, not by discouraging new chart purchases. The boating community will also inevitably pay for less-safe cruising by higher insurance premiums.

It seems to be that a more likely reason for the Office of Management and Budget's decision to raise prices is because it will encourage the privatizing of chart reproduction and distribution. Since chart revenues are so trivial, the way to get out of the business is by pricing them so high that private businesses can easily compete and earn healthy profits.

It will take a lot of pressure to roll back chart prices; it may already be too late.

P.S. We're currently in Florida. Soon we'll be leaving for the Bahamas, Puerto Rico and the eastern Caribbean.

Dwight F. Rettie  
Aboard *Tarwathie*  
Arlington, Virginia

Dwight — We concur with your comment that women who fully participate in the working of a boat tend to get far more satisfaction from cruising, but we don't agree with your analysis of the motivation and impact of the government raising chart prices.

The government isn't raising chart prices to get out of the business, because they can't. New charts have to be made and updated for defense, business and recreational purposes. Just as with the postal service, the government would no doubt love to be free of the chart-making obligation, but they can't.

The thing that exacerbates the financial situation is that the government charts have become a lousy value for recreational sailors. You're headed for the Bahamas. For \$99 you can buy the Chart Kit for the area, which includes over \$700 worth of government chart information, 75 extremely helpful color aerial photos, as well as lots of other information of particular interest to the cruising sailor. Furthermore, it's spiral bound in a convenient 17 x 22 inch book. The Chart Kit for the Virgin Islands includes all the pertinent charts, 51 color photographs of the main anchorages, and costs less than \$40. It's all we use on our charter boat, Big O, because it's so superior to anything the government can put out.

There are similar chart guides and kits for almost the entire United States, Mexico, Caribbean, French Polynesia, and other popular cruising grounds around the world. As such, the government loses chart sales to private businesses that can use the government's information for free and market it more effectively in the high volume areas. Note, for example, there's no Chart Kit for Cuba, the Arctic Circle, North Korea or the Strait of Hormuz.

Furthermore, it's our personal opinion that in most cases 'obsolete' charts aren't such a hazard. For the most part government charts

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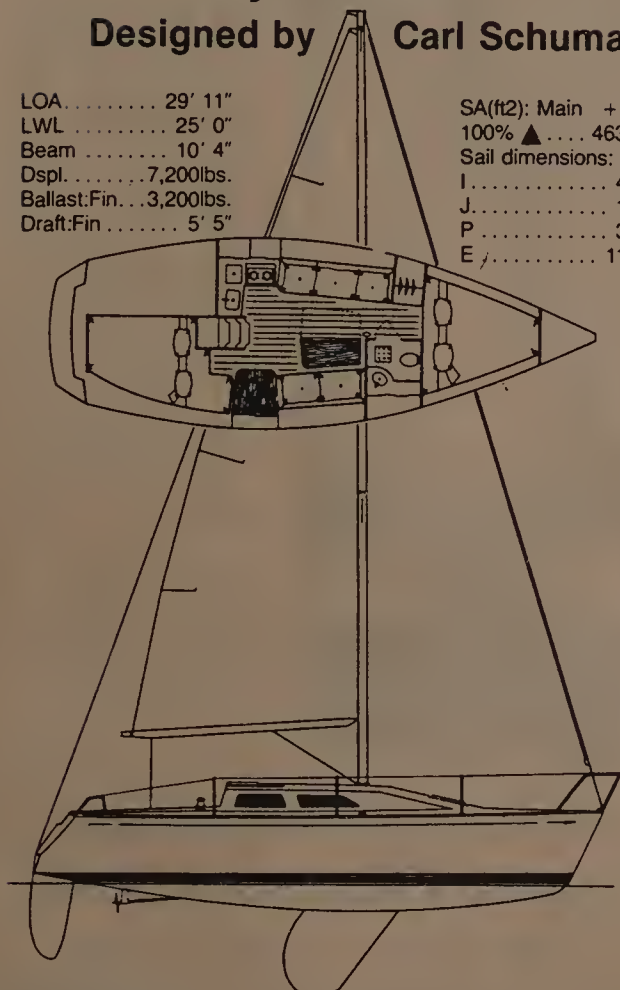
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By Ericson

Designed by **Carl Schumacher**

LOA..... 29' 11"  
LWL ..... 25' 0"  
Beam ..... 10' 4"  
Dspl. .... 7,200lbs.  
Ballast:Fin...3,200lbs.  
Draft:Fin ..... 5' 5"

SA(ft<sup>2</sup>): Main +  
100% ▲ .... 463sq.ft.  
Sail dimensions:  
I..... 41' 6"  
J..... 12' 2"  
P..... 35' 6"  
E..... 11' 10"



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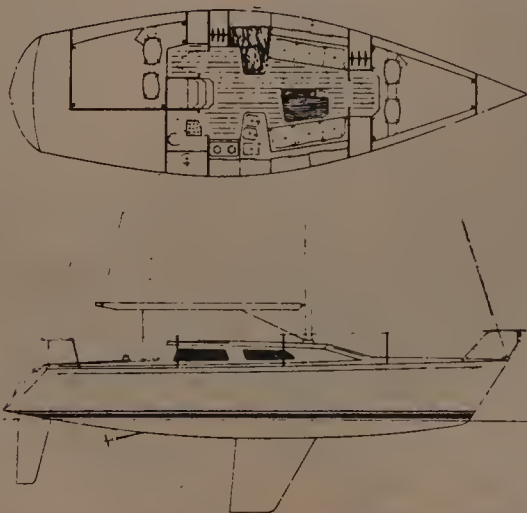
Large interior, fine teak woodwork, queen-size aft berth, hot & cold pressure water w/shower, large enclosed head, two burner stove w/oven, shorepower, teak sole, chart table, teak bar, well insulated, great headroom, lots of storage, fresh water cooled engine w/easy access.

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# LETTERS

cover huge masses of land and sea that are slow to change. The current chart for Cabo San Lucas to Manzanillo, for example, is based on United States Navy data from 1873 and 1901. What does change is the placement and characteristics of lights. Given our experiences in Mexico and the Caribbean, all Third World lights need to be treated with extreme skepticism.

No, Dwight, if the government is serious about recovering some of their chart costs, they should make the makers of private charts pay a small royalty for the information they get for free. We certainly don't think they're going to get it by raising the price of their own charts.

## □ NOTHING UNUSUAL ABOUT THAT STRETCH

Re: Your January request for possible compass anomalies along the Baja coast south of Magdalena Bay.

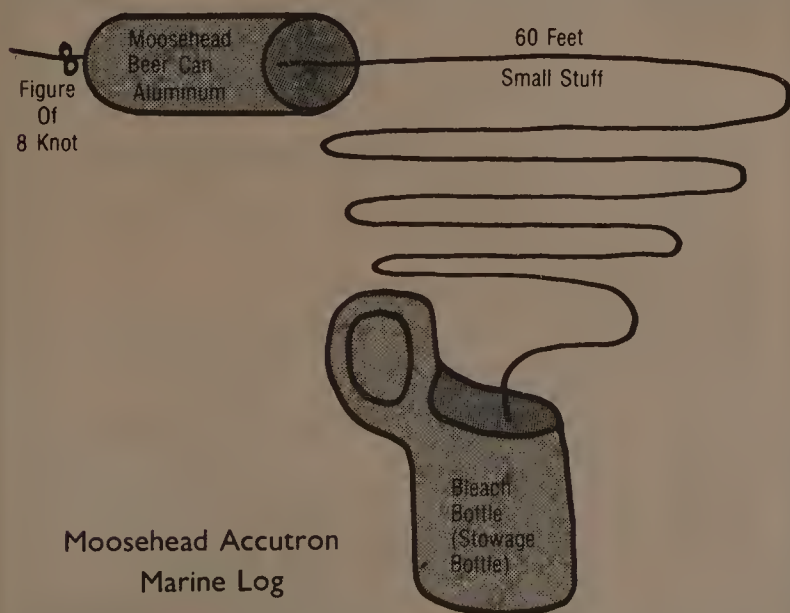
We have delivered three boats from La Paz to San Diego or San Francisco in 1987. Since the most recent was in December, we must have passed the wreck of the *Frantastic* along the way. Last year we also assisted *Wind Child* after she went up on that part of Baja, so we know that stretch of coast pretty well.

It's my personal opinion — and nothing more than that — that there is nothing magnetically unusual about that part of the coast. There is, however, a set toward shore when on a northwesterly course.

Let's call a spade, a spade; the groundings have resulted from a combination of bad luck and bad navigation. Ask *Wind Child*; they were always up front with the cause of their grounding. But there for the grace of (fill in the blank), go any of us.

Next subject. Having served 33 years in the Canadian Navy, I think I can answer your 'degaussing' question — which isn't out of date. The degaussing range measures the magnetic 'signature' of a vessel, thereby permitting electrical current settings to be made to coils within. The ship which reduces the magnetic signature to the lowest possible value helps protect the vessel from magnetic mines. If you plan on cruising the Middle East oil harbors, you might be interested.

Now for the real reason I'm writing: I desperately need a medium size Roving Reporter t-shirt. In exchange, I am willing to disclose my



secret circuit diagram for the Moosehead Accutron Marine Log.

Instructions: Tie bleach bottle to stanchion in cockpit and coil 60 feet of line inside with beer can on top. When ready to deploy, set timer to zero and chuck the beer can overboard and start the timer. When the beer can reaches the end of the line, the open end trips to

# Summer is Just off the Port bow...

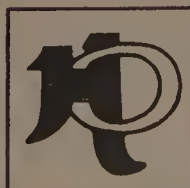


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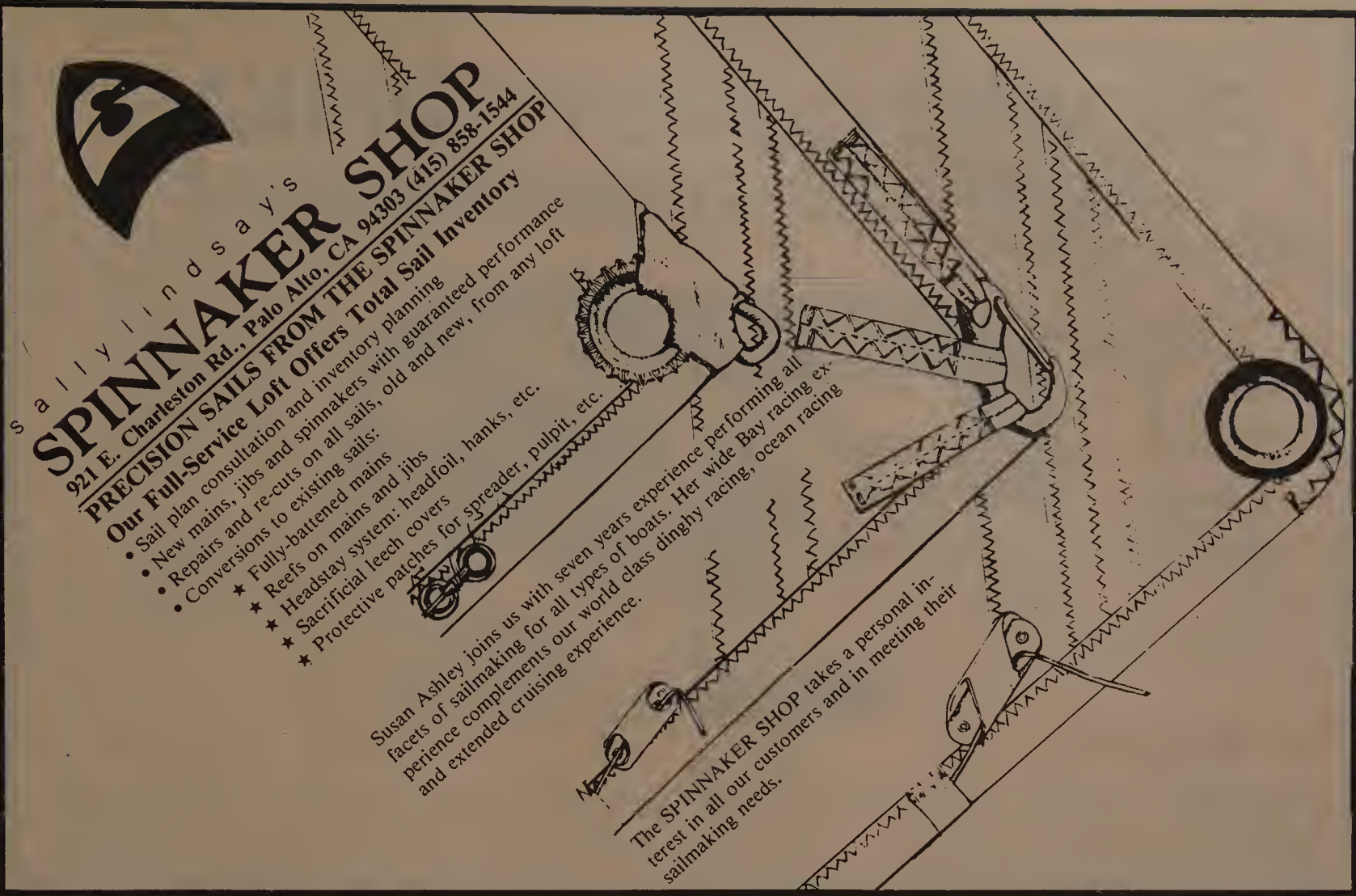
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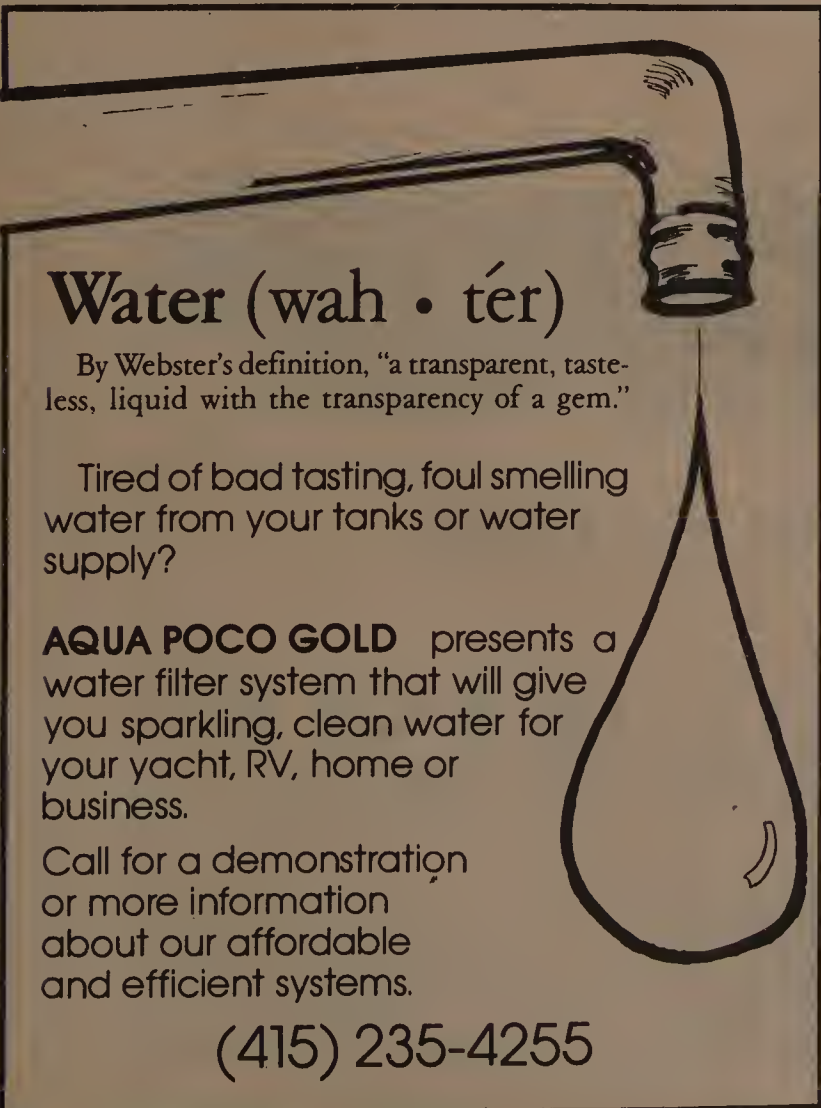
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# LETTERS

catch water and there is a definite tug. Stop the timer. If possible, memorize the number of seconds. However, if necessary, write the number of seconds down while you retrieve the delicate instrument before it attracts the attention of a large fish.

The following table will translate the number of seconds into boatspeed:

36 seconds — 1 knot	18 seconds — 2 knots
12 seconds — 3 knots	9.0 seconds — 4 knots
7.2 seconds — 5 knots	6.0 seconds — 6 knots
5.0 seconds — 7 knots	4.5 seconds — 8 knots
4.0 seconds — 9 knots	3.6 seconds — 10 knots

That's all from this Roving Reporter.

Gary Eldridge  
Silent Echo, Marina de La Paz

Gary — We enjoyed all your information, especially the Moosehead Accutron. Your t-shirt is on its way.

Having made every blunder in the big book of sailing, far be it from us to start casting stones. Nonetheless, we think there are some folks who could quite rightly object to the hypothesis that groundings are a combination of bad luck and bad navigation. Vigilance, skill, and preparation should overcome 'bad luck' along a relatively hazard-free coast such as the Pacific coast of Baja.

## WHAT ABOUT SOMEWHERE ELSE?

Ahoy! Do I hear the growling of some smug, swaggering, egocentric quarterdeck denizen Sea Lord obstinate in recognizing the respectable sailing venues of the East Coast and Caribbean?

Is there Captain Ahab amongst you, leaning on the rail eschewing the fact that there are emigrants, deportees, or — King Neptune forbid! — tourists here in the Golden State with sailing experience from somewhere else besides *The Bay*?

May I request, nay, submit, a claim to rectify an omission in the Crew List Sailing Experience docket? I have submitted the prerequisite 'want to crew' forms, but my experience consists of gunkholing the shoaling and temperamental Goddess of Bays, the Chesapeake. In which category does my experience belong? Will I be sent to the mast succumbed to a local interpretation of the term 'bay'?

Would you please rephrase your restrictive wording to allow someone with experience outside of San Francisco Bay an opportunity to properly account their sailing ability to prospective captains without misleading anyone? I'm sure you won't have to up anchor your editorial or demographic perspective to accommodate novices to *The Bay*. Just let out a little more rode please, and if you're afraid of going too far to leeward — set your depthsounder alarm!

P.S. If San Francisco Bay is the greatest body of water on which to sail, could you then tell me once again where you anchor *Big O*?

Tim L. Shackelford  
Santa Rosa

Tim — Change the forms? To what, a ten-page document so every sailor on the face of the earth has a box to check that precisely reflects his experience? As a rule of thumb, consider time spent sailing on Chesapeake Bay to count for one half of the equivalent time spent sailing on San Francisco Bay. The reason? East Coast sailors have so much formality bred into them that they're forced by habit to squander time and energy by asking superfluous questions in an unnecessary attempt to be polite. Take it easy Tim, you're on the Left Coast now. As for *Big O*, she's either anchored in Puerto Rico or the U.S. Virgins, the British Virgins, Anguilla, St. Martin, St. Barts, Antigua, Martinique, St. Vincent, Bequia, Mustique, Mayreau, Union Island, Petit St. Vincent, Prune Island or Grenada. The whole

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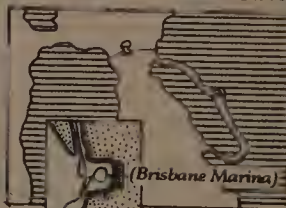
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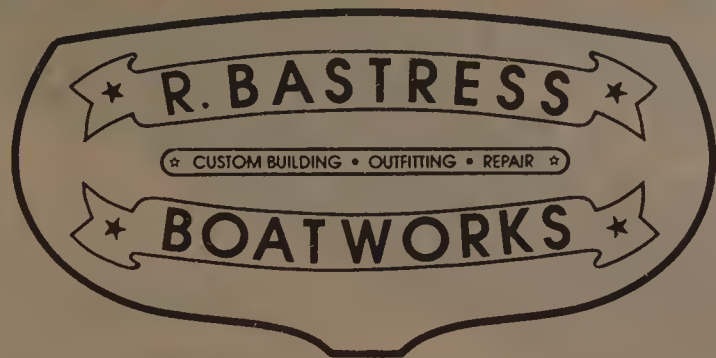
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# LETTERS

intent — albeit one that's not always possible — is to continually anchor somewhere you've never been before. As someone else noted in this month's Letters, it's a big world, too big to limit yourself to small areas no matter how terrific they might be.

## ❑ INTERESTING, BUT NOT NECESSARILY HEALTHY

"Bodies harder than they've ever been."

That's a quote from the January Sex At Sea article. Reading it just pulled my chain.

Many people seem to think that passage-making is a healthful activity. This is the impression I get from reading the sailing press and talking to cruisers and someday-to-be cruisers; especially the latter.

My own experience is that passage-making is rather unhealthy (for the body if not the soul). Your diet is necessarily restricted, sleep is reduced, hygiene is compromised, and most dramatically, exercise is restricted. You would have to be a complete couch potato to become more physically fit by going to sea.

Operating a small, modern sailboat requires only modest upper body strength. I have tried calisthenics on deck and swimming on a tether (trolling?), but you just can't get a good old heart-lung type aerobic workout until you drop anchor. Admittedly, in a calm I have stopped the engine, dropped sail and gone for a nice swim. But it gets boring circling the boat; and how far are you going to swim away from it?

I'd say that passage-making is interesting, at times enjoyable, but certainly not healthful in a physical way. So where does this idea come from?

Bill Jacobs  
Santa Cruz

Bill — The idea came from firsthand observation, not theory, although we'll be the first to admit that there are variables and exceptions.

We think the basic problem is that you're assuming passages go on for weeks and weeks and that cruisers do passages back to back with little time in between. From our observations, you're wrong on both counts.

Take the typical west coast sailor's 18-month Milk Run cruise to New Zealand and back. The only long passages are from Mexico to Tahiti, from Tonga to New Zealand, from New Zealand back to Tonga, from Tahiti to Hawaii and from Hawaii to California. Out of the 540 days, longer than 10-day passages account for just 80 of the days or 15 percent of the total time.

But look when they occur. When cruisers jump off from Mexico to the Marquesas, they've been two-legging it all over Mexico. Two-legging it while carrying jerry jugs full of fuel and water, bags full of groceries and big blocks of ice. And they've been swimming, hiking, sailboarding, and wrestling with various repairs on their boats. In almost all cases they are slimmed down and firmed up from a few months previous when they were running small businesses, preparing cases for trial, closing real estate deals and practising medicine. And why not? They're getting far more exercise than since they were teenagers and consuming much less debilitating junk food.

Sure, they may not be getting maximum aerobic activity (unless they're sexual tigers) during the long passage to the Marquesas, but after tromping around the jungle islands and later through the streets of Papeete, they're usually lean, firm, and slow to get winded. In fact, it seems to us that the only time you're going to really lose on aerobic exercise is if you do the Tahiti to Hawaii and Hawaii to California legs back to back. We wouldn't enter any marathons the day after landfall.

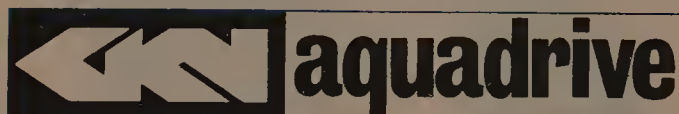
"Ships and men rot in port," said Nelson. We think he's right. Stop

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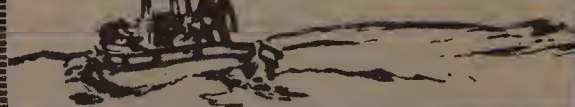
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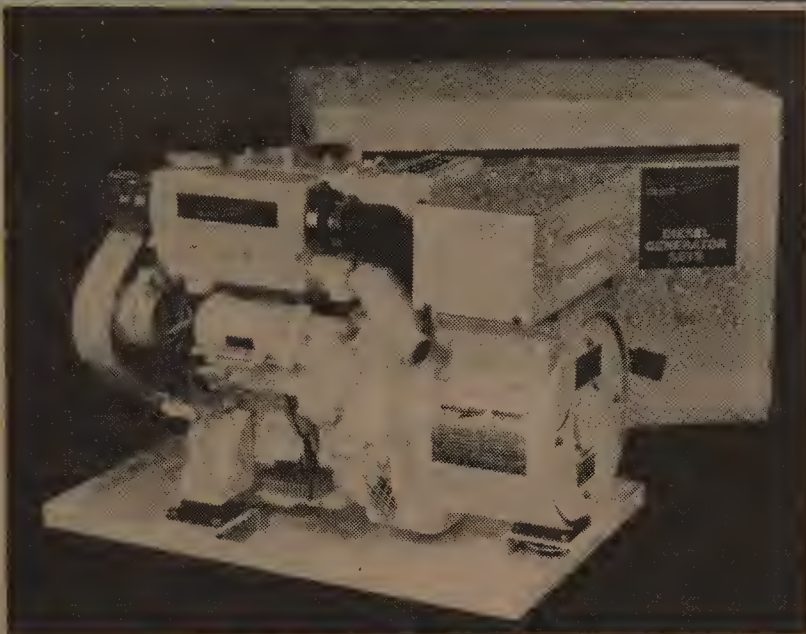


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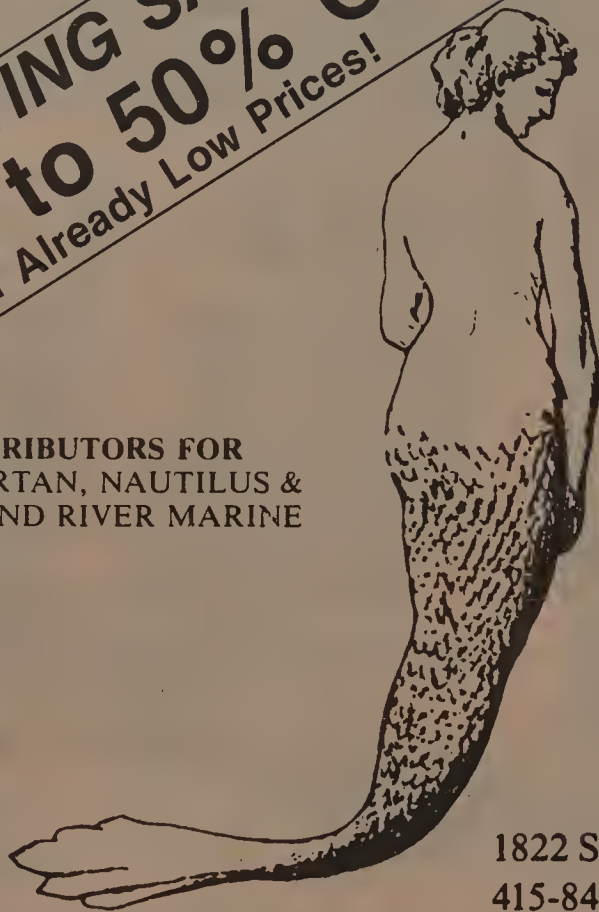
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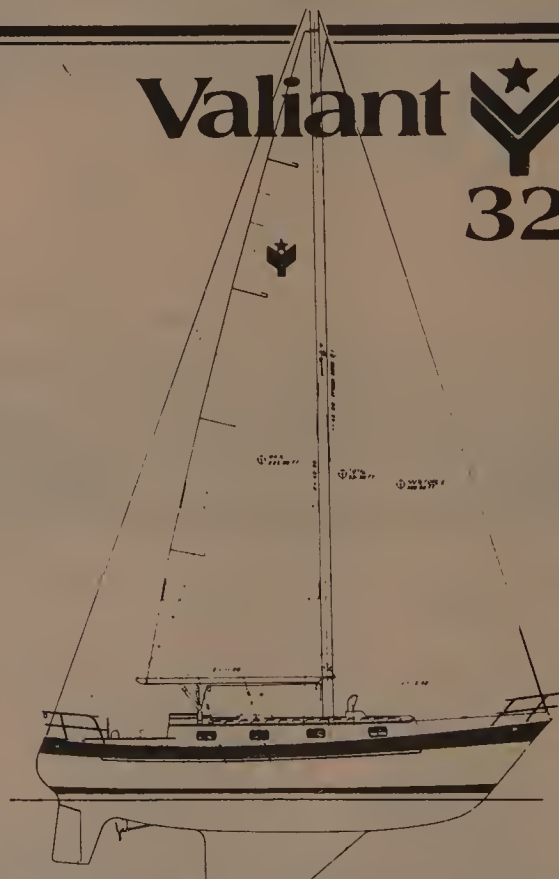
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# LETTERS

by North American Reef in New Zealand's Bay of Islands and ask the cruisers whether they're leaner and firmer than when they left the States. We bet at least 90 percent are, particularly since Kiwi food is hardly something that's lusted after. Then check on them when they've returned to the States and have the opportunity to pig-out and resume a more sedentary life. It seems to us that's a far more less healthy combination.

For an extreme example, look at the singlehandlers in the grueling BOC Around the World race. We'll bet you that by the end of the race they all rate high above the norm for their age-group in overall health. As for calisthenics, they certainly are possible. When Andrew Urbanczyk singlehanded his Ericson 30 around the world non-stop, he religiously put in a half hour a day.

Passage-making is neither easy nor the ideal training for a marathon, but we're convinced it does a body good. What do you other readers think?

## STRONG MEN CRIED

Many members of the cruising fleet spending Christmas of 1987 in La Paz will carry with them a special memory of an unusual and heartwarming holiday season. Their generosity and support made it possible to provide holiday gifts of clothing, blankets and food to hundreds of the poorest families of La Paz, in one of the largest and most successful charity programs in the city's history.

In less than two weeks we managed to collect \$800 in cash, nearly a thousand items of food, clothing and blankets as well as 600 pounds of oranges and tangerines and 100 or more pounds of food staples. Cash contributions were spent on 266 items of children's clothing and 20 blankets.

Mary and Mac Shroyer of Marina de La Paz generously provided a collection point for contributions and Al "The Old Sea Dog" Kessler, worked tirelessly to arrange transportation. Luis Armando Camalich, Sub-Director of Tourism and Commander of the *Pentathlon Deportivo Militar Universitario*, the largest nonpolitical youth service organization in La Paz, made it possible to distribute the gifts directly to the poor people of the city. Working with the *Jefes* of the *colonias*, the shanty-towns of La Paz's poor, the *Pentathlon Deportivo* identified the poorest families and helped insure that all gifts were received by those who needed them the most.

On the 23rd of December, a caravan of 20 vehicles provided by cruisers transported 40 children of the *Pentathlon* and more than a 1,000 gifts to four of the poorest neighborhoods of La Paz. The people of the *colonias* were deeply appreciative. They wanted to see the only people in La Paz who cared for them at Christmas. Dressed in their often shabby Sunday-best, they shared what little food and drink they could offer. Strong men cried; cruisers and Mexicans embraced; we were all deeply moved. For many of us, strangers in this often strange land, it was the most gratifying and memorable Christmas of our lives.

The crew of *Weatherly* is deeply appreciative of having had the privilege of assisting the cruising fleet and the *Pentathlon Deportivo* in this truly remarkable act of goodwill. We hope that the program will continue in the years to come.

Connie and Ken Lydell  
La Paz

## CHOOSING A YACHT CLUB

Any advice on how to choose a yacht club?

What are the benefits, activities and requirements (\$)?

Eventually we hope to cruise Mexico's west coast.

Gene and Dorothy Roediger  
Windstar



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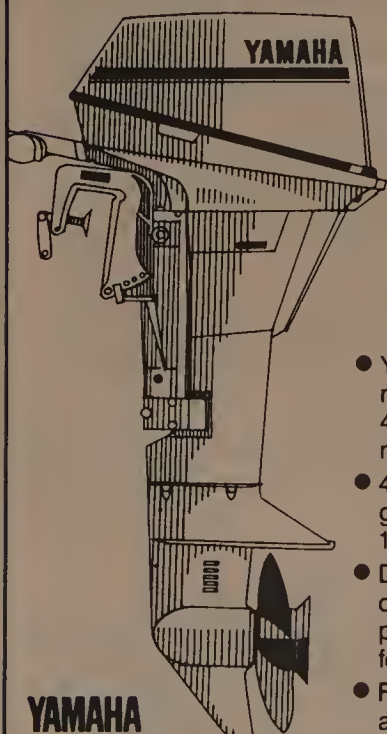


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# LETTERS

Gene and Dorothy — We recommend a yacht club that offers most of what you're looking for at a price that you can afford.

Some clubs are more sail oriented, some are big on social activities, some are heavy on racing. Many offer excellent junior programs, others have pools and there are some that don't even have a clubhouse. One of the latter, for instance, is the club that's challenging for the America's Cup on behalf of New Zealand.

The price range is as broad as the facilities and activities. You can pay close to \$5,000 for initiation and over \$100 a month to belong to some clubs, while the most modest ones have no initiation fees and yearly dues of less than \$100.

We recommend you call or write yacht clubs you feel you might be interested in and ask them for membership information. Almost all yacht clubs are looking for new members and would welcome your inquiry.

However, if you're thinking of joining a yacht club solely to have reciprocal privileges at yacht clubs in Mexico, don't bother. The only America-style yacht club in Mexico is the gracious Acapulco YC, and they throw out an equal welcome to members as well as non-members of yacht clubs.

## □ THOSE COLLEGE YEARS

I am currently a college student stuck in the stucco jungle of L.A. Over Christmas I returned to my parent's home. Like any self-respecting college student, I returned to make a mess of my old room, to use my parent's car and gas to visit old friends, and to almost eat my parents out of house and home. When I left, it was with a load of Mother-done laundry and a handful of Dad's money for this quarter's registration fees.

Maybe the worst thing I did was liberate a number of my Father's copies of *Latitude 38* without even checking to see if he'd finished reading the most recent issue. To avoid his wrath in the future, and to avoid having to re-read old issues, I have finally decided it's time to make the big \$15 investment in my own subscription. It seems I just can't live without your magazine.

My housemates love *Latitude 38*, too. They are constantly stealing my copy before I can finish reading it. Imagine that. What's surprising is that none of these guys are from Northern California and none of them are sailors. But reading through November's *Letters*, I stumbled onto a solution to my housemate's sticky-fingers. I convinced them each to cough up \$5 for their own subscription to *Latitude 34*. This way I'll get to finish my copy of 38 while they are fighting over 34. I'll also have twice as much interesting reading to distract me from the reading I have to do for school.

I enjoy nearly all the articles, and have especially liked *Summer Spots*, *Bay Wanderer* and the cruising information. My favorite, however, is *Max Ebb*. The old guy is a bit stuffy, but Lee Helm is allright! She's easy to relate to and has a good head on her shoulders. For this reason, I feel I must defend Lee Helm against some old criticisms that she's "been in school forever".

Most adults don't understand what school is like today. Administrators place a larger emphasis on graduation than on a well-rounded education. Classes like Scuba, Golf, Leisure in Society, Ceramics, Drama, and Backpacking are demanding on science-oriented students. To complete those in addition to all the required courses makes it impossible to earn an undergraduate degree in less than six years — without doing the unthinkable: attending summer school and missing the sailing season.

I would imagine that anyone with Lee's knowledge would be in grad school by now. This would give her priority registration, freeing her up to pursue some of the more popular courses such as Wind & Spirits and Advanced Scuba. Faced with tough courses like these

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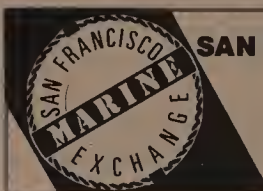
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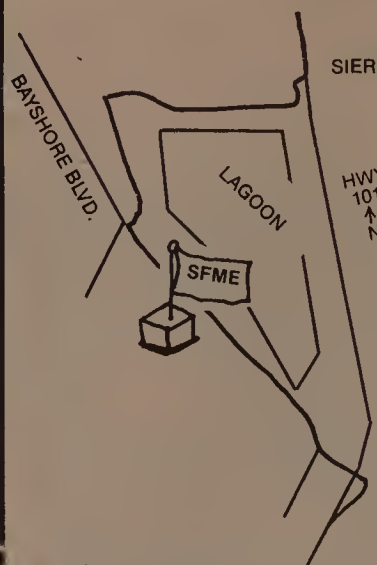


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# LETTERS

and the mandatory social obligations of college life, it's easy to understand why getting an education might take a little while.

Edwin Gove, Jr.  
Diamond Bar, California  
(part of the Northern Mexican Desert)

*Edwin — Judging from the wheeling and dealing with your housemates, you've got a bright future in front of you. One tip. They don't let you graduate from college until you learn how to spell the word. 'Collage', the way you had it throughout your letter, is both "an artistic combination consisting of materials pasted on a surface" and the former name of our Olson 30. 'College' is what you're trying to get out of. But don't feel bad, it took us to the third quarter of Art History to master the distinction.*

## □BOY, DO I HAVE IT!

I would like to add my second to Chris Gullickson's letter in praise of the Cascade line of boats that have been built for so many years by Yacht Constructors of Portland.

Last spring I acquired hull #46 of the Cascade 42's. Mine was built in 1972 and is as solid as the day it was launched. This fact was graphically demonstrated when my boat, with the mast on deck, was lifted over the top of a powerboat to be placed on a trailer for transport. Unfortunately, something let go in the lifting assembly and the 20,000 pound boat dropped eight feet and landed fin-keel first on the trailer.

The force of the impact broke the axles of the boat trailer, and one of the upright braces punched a two-inch hole near the bow. Although I kept my cool, I could only imagine at the damage to be found inside as a result of all the stress. The abrupt impact, for example, had snapped the antennas and lights off the masthead and damaged the mast itself.

But a quick first inspection of the interior revealed no breakage. Naturally, I wanted a thorough inspection; I *knew* something must have broken. I chose the most reputable surveyor in the area. But would you believe it, not the smallest fiberglass tabbing had popped! Other than the easily repaired two-inch hole, there was absolutely no damage to the boat.

Confidence in my boat's construction; boy, do I have it!

Kenneth B. Floto  
Carson City, Nevada

## □WORTH DEFENDING

I was thumbing through the December issue when I came across the letter written by Steve Streib in defense of Chevron. He's very good at facts and figures; I bet he's just another pot-bellied Chevron pencil-pusher.

I would like to ask Mr Streib how much time he's spent in the field in places like the Long Wharf or HF alky, where men must wear Graylite acid suits or be melted alive by hydrofluoric acid running in streams along the ground and into drains.

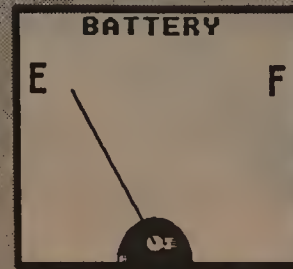
I've seen how they test the wastes they plan to dump. They put fish in the ponds of stuff they would like to dump. When the fish go belly-up, they pump air into the ponds until the fish make it 24 hours without dissolving.

But don't believe me, folks. Why don't you ask Mr. Streib why Greenpeace was there in inflatables trying to block the discharge of materials into the Bay. The truth is Chevron doesn't give a hoot about the environment; they view all the rules and regulations as a stumbling block to more massive profits. Chevron is only concerned with the image they present to the public. I have seen men told to keep their mouths shut when reporting safety violations with

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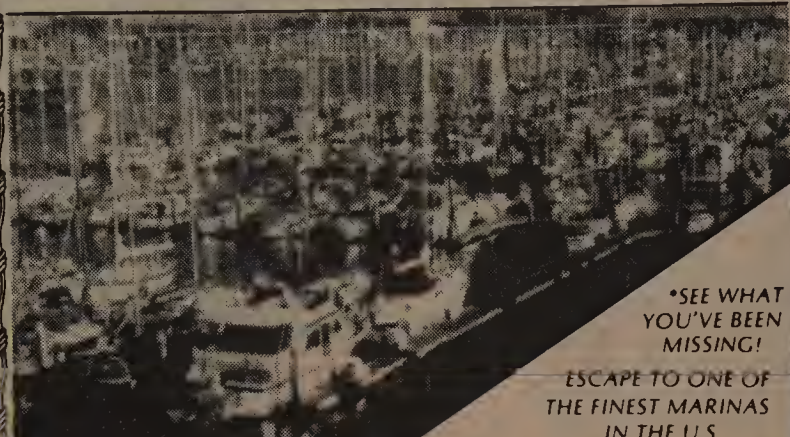
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Since returning to your yard twice more I have again been impressed by the quality work and friendly, professional service I have received. Keep up the good work.

Sincerely,

James Svetich

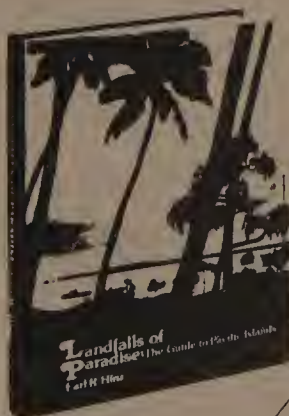
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# LETTERS

materials like asbestos, phenol, hydrofluoric acid, hydrogen sulfide, arsenic and other materials. But alas, it's not really Chevron's fault. All of us consumers, me included, love our velcro and plastics, kevlar, dacron, diesel, and gasoline. Chevron is only filling a want of consumer goods and chasing the mighty buck. The safety and condition of our environment is our responsibility as occupants of this wonderful planet.

General apathy on the part of the public is responsible for the lax behavior of companies generating toxic materials. They don't want to be bothered, not until the mighty toxins are on their doorsteps or in their companionways do they take action.

Mr. Streib, why don't you put on a hard hat and a set of coveralls and go down to the water and have a look at things firsthand? While you're there, why don't you have a relaxing swim in the pond they're going to dump in the Bay. Let's see if you can live with that stuff when you're up to your nose in it like the trout.

Some of you will condemn me for my views. That's okay, I've endured much worse. I, for one, believe that Mother Earth is worth defending. With my life if necessary! Earth first!

Aeosop  
Oakland

*Aeosop — As emotionally satisfying as it might be, stooping to name-calling ("pot-bellied . . . pencil-pusher") is counter-productive to winning people over to your position.*

*It might be more effective to point out that last month Chevron USA was fined \$1.5 million in civil penalties for 880 violations of federal laws governing the discharge of pollutants such as phenol, ammonia, oil and grease from their El Segundo refinery into Santa Monica Bay. It's the largest civil penalty from the Clean Water Act for a single industrial facility. This isn't the Chevron refinery in Richmond, but it is Chevron USA, owner of the Richmond facility.*

*As for who is responsible for the pollution, you're probably right, all of us are to some degree. But since it would be impractical as well as impossible for each of us to monitor all that's dumped into the Bay, we pay taxes to fund standard-setting watch-dog government agencies such as the Bay Conservation and Development Commission (BCDC) and the Regional Water Quality Control Board. If you're suggesting that these agencies spend too much time trying to prevent sailors from being able to wash vegetables in their boat sinks and not enough time monitoring the serious damage being done to the Bay, we're in complete agreement with you.*

## ☐ CERTIFYING SURVEYORS

It was with interest that we read the letter from the owners of *Silverheels* regarding the unpleasant experience they had getting their boat surveyed. It should be noted that at this time there is a lack of apprenticeship, professional training and credentials by (some) people who daily submit reports on the condition and value of vessels.

As an established survey office that specialized in technical valuations of yachts and commercial vessels, we are pushing hard for change. Legislation is beginning to be brought forward that would require members of our profession to be licensed and bonded by the state. Louisiana was the first state to require all who call themselves surveyors or appraisers to be examined, tested and registered with the state. Hopefully other states will soon follow suit.

Meanwhile, individuals needing surveys of prospective vessels should insist on utilizing only surveyors who are certified members of NAMS (National Association of Marine Surveyors), or in the case of appraisers, members of the ASA (American Society of Appraisers). These highly-regarded societies are self-regulating.

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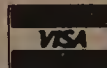
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# LETTERS

Both the NAMS and the ASA require that their members have worked five full years of substantiated experience as apprentice surveyors even before applying for membership. Then applicants must pass a series of in-depth examinations before their application is processed. Members are not allowed to be involved with yard work, marinas or brokerage sales that might constitute a possible conflict of interest. Members are also required to recertify after five years.

Questions you might want to ask when interviewing a prospective surveyor are:

What is his/her marine background. What specific experience does he have on the type of craft to be surveyed. Is he a member of any professional survey or appraisal societies, and if so does that society test and certify. Does he hold any special licenses from the Coast Guard or degrees in naval architecture or engineering. Does the survey include machinery, rig and in and out of the water inspection. Will the report be accepted by the bank and insurance company. How long until the survey is completed and what is the full cost.

Surveyors should provide credentials upon request. I would also like to point out that there is no such thing as a 'buyers', 'sellers', or 'insurance' survey; a survey is a survey.

A survey should include an in-depth report on the condition, structural integrity, design, equipment and suitability for intended operation — regardless of who is paying for it. A full inspection includes the rig and machinery, the latter of which means compression testing, oil analysis and other procedures. Sails should also be raised. Without these things being done, a realistic assessment of the vessel's condition cannot be made.

If anyone need to obtain a list of competent, reputable surveyors in their area, they can call NAMS at 1-800-822-NAMS or the American Society of Appraisers at (703) 620-3838.

Joseph W. Rodgers

ASA/CMS, ASA, NAMS, AB&YC, USCG Merchant Marine Officer  
Santa Cruz

## □ OUR LAST RIDE

During the holidays I flew to Hawaii to help my sister and brother-in-law move into a condo near Hanama Bay. The houses there front a series of canals and bays that eventually open to the ocean. A house on the canal is not complete without a boat, so I began a search and soon purchased a 12-ft cat-rigged sloop called a Kite. I wasn't familiar with this particular one-design, but liked her clean lines. She had been neglected but appeared to be seaworthy. Since the tradewinds had faded, I was content to spend several days sanding, varnishing and replacing hardware.

On New Year's Eve the the worst storm to hit Oahu in 47 years brought the trades back with a vengeance. I was awoken early on the morning of January 1 by the sound of howling winds. The increase in my adrenaline signaled that it was time to test myself and the little craft.

My brother-in-law Del was somewhat apprehensive, but I assured him that with a double-reefed main we should be able to handle the 20-25 knot winds. The worst that could happen, I told him, was that we would capsize. I figure the boat was rugged enough to take the abuse.

What actually awaited us, as we approached the main channel, was a sailor's version of Mr. Toad's Wild Ride. To say that we were out of control would have been an understatement.

I reasoned that the most prudent approach was to start off sailing downwind. With all the forces going with us, it seemed to me it would be the easiest point of sail. I was wrong.

Within seconds of letting the main out we were driven under. It

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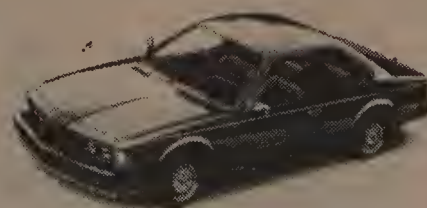
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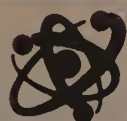
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# LETTERS

was shocking to see the bow go so far under that the rudder came out of the water. Just as we were about to pitch-pole and catapult over the bow, the Kite pivoted on her nose and took off on a close reach toward the edge of the canal. Miraculously, we were still aboard.

The impact with the wall of the breakwater was softened by the mast tearing through the branches of an overhanging tree. We were helped by people who ran from their homes — despite the driving rain — to fend us off.

After an impressive backwards run (our best point of sail so far), we again headed downwind, this time successfully sheeting in to depower. Having gained confidence, we brought her up into the wind to begin the beat back up the canal. After ten successful tacks we were nearing our destination. We were just beginning to congratulate ourselves when a gust capsized us. We were thrown overboard so fast we never knew what hit us. The mast snapped about a foot above the step, terminating our sail.

Having had time to reflect on the sail, I'm left with two questions:

1. What's the address of the manufacturer of the Kite? If we continue at our current pace, we'll need a ready supply of spare parts.

2. Realizing that I'm opening myself up to much abuse, I still must ask: "Where did we go wrong?" Seriously, there must be a fairly established series of 'Do's and Don'ts' for sailing such a craft in conditions over 20 knots. I have already formulated a couple myself: don't ever cleat in the main, don't try to depower downwind unless you have two beefy athletes hiked out off the end of the transom, etc.

Short of telling me to stay home, I would like your advice on how to prevent a repeat performance of our last ride.

Dan Collie  
Kentucky Princess  
Ventura

Dan — We don't have the foggiest idea of who makes the Kite, but any chandlery will have several catalogs from which you can order any and all parts you might need.

As for where you went wrong, we're not sure we understand the question; it sounds like it was gas! There are plenty of dinghy sailing guides around from which you can learn, but here's our suggestions:

✓ Twenty to 25 knots is too much breeze for trying to learn how to sail a 12-foot boat. This is particularly true in a waterfront community where you're likely to get lulls and gusts that require anticipation not just instant reactions.

✓ Because it's always easiest for a sailboat to work to leeward, we'd always recommend sailing to weather until you get a feel for things. If you get too far offshore in a little boat like that, you're likely to find that you could sail the 90 miles to Kauai faster than you could beat the mile back to Oahu.

✓ Crew weight distribution is critical in such a small boat, both athwartships as well as fore and aft. If the bow is submerged and the rudder out of the water, the boat is trying to tell you need to move the crew weight aft. Look at the photographs of any well-sailed big boat on a heavy air spinnaker run; all the crew are as far aft as they can be.

✓ The best way to depower the boat is to reduce sail area. Either you needed to reef the sail more than you did or you need to buy a smaller 'heavy air' sail.

Practise, however, will answer all your questions and fill you with understanding. There are few better places to make mistakes than the warm waters of Hawaii.

## □ YOU FOUND ONE WHERE?

Several months ago I had the opportunity to spend an evening on-board the battleship Missouri, famous for being the ship on which the

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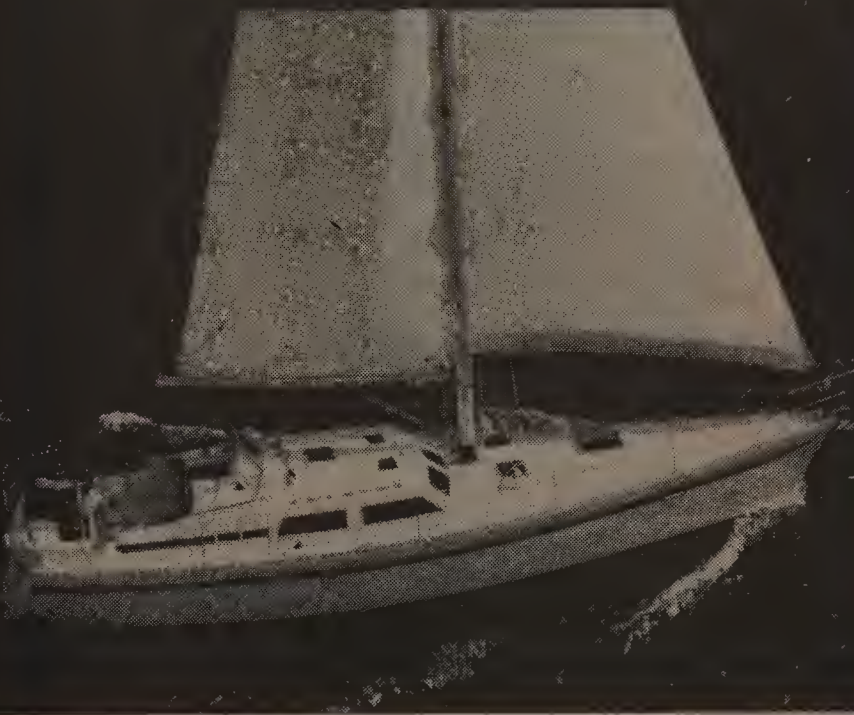
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# LETTERS

Japanese surrendered to end World War II in the Pacific. She was moored at Long Beach during my visit, and the occasion was a Captain's reception.

Normally the chance to visit a ship with such a sense of tradition and history would be welcome. However, my time was spent serving food and drink to the guests. It wasn't such bad duty, though. As a Marine band and drill team entertained on the fantail, several chocolate eclairs fell victim to my hunger.

As the guests were leaving and clean-up commenced, I had to walk through the captain's stateroom. It was impressive. Fine crystal for wine; ornate silver service for hors d'oeuvres, and handsome hardwood furniture throughout. It was spacious and comfortable.

But what really caught my eye was the lone magazine left out on the Captain's coffee table: it was a copy of *Latitude*!

What could this mean? Do officers of United States' warships secretly dream of island-hopping in small sailboats powered only by the wind? Of being able to be captain, cook and crew? What do you think?

J.R.

Treasure Island

J.R. — *We think we're flattered.*

## □ SPARE THE MAIN AND SPOIL THE BOOM?

My sailing partner, Dave Hardy, and I have sailboats which we have kept on moorings for years. The other day we had a discussion on the merits of securing the boom to prevent it from swinging and causing undue wear on the gooseneck fitting, the critical little device that connects the mast to the boom.

Having seen the booms on other moored boats in constant motion due to wind and surge, and having seen them break off on boats that are unchecked by their owners for long periods, my position is that the boom should be secured in a positive fashion to prevent any movement at the gooseneck. I do this not just by tightening down on the mainsheet with the boom held up by a wire from the backstay or the topping lift, but also by running a line from a cleat on the cockpit rail up around the boom and sailcover a couple of wraps, then down to a cleat on the opposite rail. Once the line is tightened and properly cleated down, the boom won't move an inch in a gale!

Dave's position is that the additional line crushes the main where it wraps around the boom, and although he is beginning to agree with the method, he adds an old towel around the main under the sailcover to minimize the crushing effect.

What is your opinion on this? Dave and I felt that by consulting you as a disinterested third party we might be able to come to an agreement on whether to spare the main and spoil the boom or get some ideas on how to protect both.

Thank you for the Roving Reporter t-shirt! I first wore it to the Moscone Boat Show and enjoyed your booth very much. That was a fine brochure you put together on *Big O*; I'll send a copy down to my father in the Grenadines!

Judd H. Redfield III  
Carmel-by-the-Sea

*Judd — Our disinterested — if not expert — opinion is that you're going to have a hard time ruining a typical main by wrapping line around it. At least as long as you haven't flaked it in some strange way.*

*But why use all kinds of lines and towels to try to secure a boom that wants to flail around in mid-air? We suggest you lower the topping lift until the boom rests atop the house, then secure it.*

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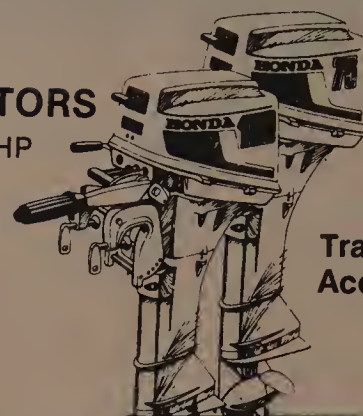
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# LETTERS

This is for your Valentine's issue — or March if it arrives too late.

I don't know much about 'nymphs of the Northwest' (January, page 43), but I do know a lot about sailing. And I have a healthy interest in sailors of the "looking good in a bikini" male variety.

Enclosed is a photograph of one I met in Morro Bay who looks even better, as you can see, without a bikini. I've provided you with a seasonally-appropriate cut-out of a heart to paste over this lean and lanky friend's privates if you decide to censor when printing this photo.

To hundreds of female readers of this great sailing magazine who feel alienated by repeatedly finding nude women and girls in *Latitude*, I encourage you to help create a healthy balance. Submit a photo of your favorite guy. Then we can start believing this magazine is for us, too.

A Sailor  
California

*A Sailor — There are rules we have about printing such photographs, be they of men or women.*

*Rule #1 — A picture consisting solely of somebody's sex organ(s), male or female, belongs in a medical book and isn't appropriate in the pages of this magazine. Never has been, never will be. If there's not a smiling face included that says the subject is having fun, it ain't gonna run. Give us liberty or give us death, but also give us the whole person or give us nothing.*

*Rule #2 — Any picture that might possibly be construed to hold the subject up to ridicule or shame must be accompanied by a verifiable model's release and the name of the photographer. The first is to prevent economic suicide, the second is to insure the photographer believes in what they are doing.*

*Sailing around in skimpy suits or nothing at all is happy and healthy. We sail naked all the time; probably picked it up from our grandfather who used to sunbathe naked among the redwoods in the Santa Cruz mountains. Gosh, it feels good; medical studies show that it lowers blood pressure, too.*

*So, naturally, we've got nothing against printing photos of men or women in little suits having fun sailing. They just need to be in reasonably good taste, in focus, and hopefully well-composed.*

*Are we shucking and jiving to get out of printing a racy photograph for our female readership? You be the judge. We'll pay \$100 to the female photographer who sends in the best photograph of a sailing male between now and August 15. The ladies in our office will be the judges. Just remember to play by the rules. Happy shooting!*

*P.S. A recent issue of Latitude 34 featured a picture of a handsome, naked guy taking a shower. That's right, to illustrate the closing of Jiffy Wash and showers on Catalina. Of course he had the shower curtain closed, but you probably would have enjoyed it anyway.*

## ☐ GLENN HARTER, COMMODORE, PACIFIC INTER-CLUB YACHTING ASSOCIATION

It is with much distress that I learned of the recent vote by the PICYA to exclude the Barbary Coast Boating Club from membership. As the recipient (in 1986) of the PICYA's prestigious honor, the Roger Condon Award, I feel I must register my protest.

The Roger Condon Award is given to those persons who have made extraordinary efforts to foster the love of sailing and boating in the Bay Area. In this effort over the years, I have plied these Bay waters with many diverse people. This has been the most rewarding part of my work with the Oceanic Society. The love of the Bay and its creatures knows no political, racial, or sexual boundaries. Whom someone chooses to make the object of one's affections has nothing



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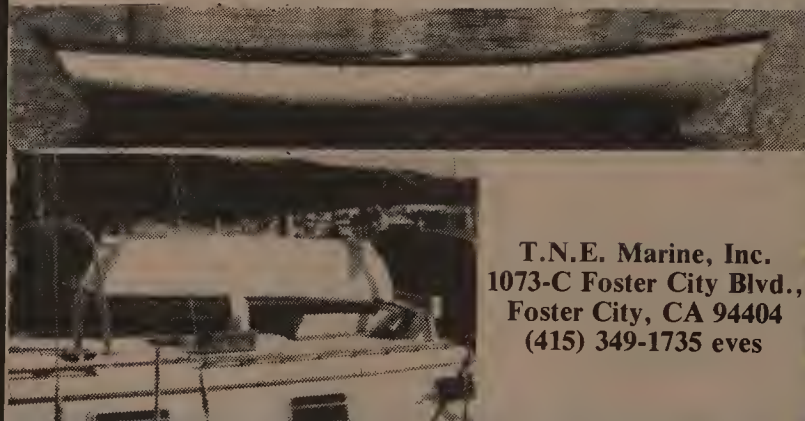
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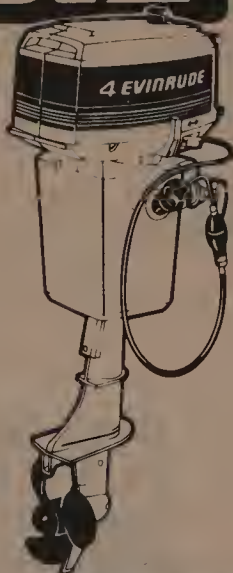
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# LETTERS

whatsoever to do with their love of our sport or our Bay.

As the PICYA should know better than anyone else, one's choice of yacht or boating club is a very personal thing. This is why there are two yacht clubs in Sausalito, three in Tiburon, two in Richmond, etc. The thing that has impressed me about PICYA in the past has been the way representatives of these diverse groups of members have been able to mingle and work together on common problems, even though they may have been uncomfortable as members of the other's club.

PICYA is not a club. It is an association of clubs. To deny admission to a club which has followed the requisite procedure for admission makes an especially strong statement of exclusion. The idea of an association of clubs making a moral judgment on the personal lives of a club's members is appalling and scary.

We at the Oceanic Society are pleased and grateful to count members of the gay community as our members and fellow lovers of San Francisco Bay. I suggest that PICYA would do well to reconsider its vote on BCBC. Your recent action in this regard does not reflect the high ideals as stated in your annual awards.

Jane A Piereth  
Sausalito

## □ ONE WAS OVERLOOKED

February's article on the Southern Cross Cup was erroneous in that four United States boats competed in the Southern Cross Cup in 1976. They were *Kialoa*, *Windward Passage*, *Phantom*, and my Frers-designed *Bravura*.

*Bravura* sailed in the Los Angeles to Tahiti Race and then went to Australia and competed in the Southern Cross Cup with the other three boats.

The conditions in Australia and the excellence of the sailors from that country and New Zealand were very unkind to us. One hundred and twenty nine boats started that year's Sydney to Hobart Race, but after a Southerly Buster hit the fleet with steady 35 and 40 knot winds and gusts to 50, some 59 boats withdrew. Also noteworthy from that series was the collision between *Windward Passage* and *Kialoa*.

Irving Loube  
Oakland

Readers — Sorry about the oversight. Actually, Loube is overly modest when he says his 48-ft Frers design "sailed in the Tahiti Race"; she was the overall winner in that, his third try for the honor. A later *Bravura* was the overall victor in the TransPac. The newest boat of Loube's sporting that name is the Farr 40 slated for full-on international competition.

To the best of our knowledge, no Northern California sailor has ever campaigned so far, wide and long as Mr. Loube, who has done it from Australia to England and all important points in between.

## □ SPARE US THE AGONY OF HIS LETTERS

Thanks so much for your great magazine. The copies you send here to the Morro Bay YC are gone within hours.

Jay Bennett's letter in the February issue criticizing the Santa Cruz Harbor director for not spending the \$4,500 in overtime so "a racing fleet of 50-60 boats" could sail on schedule is absolutely absurd. Although we in Morro Bay have problems with our harbor entrance, we certainly wouldn't expect a public agency to pay overtime so we could race.

The Morro Bay YC considers itself a part of the entire community, not a special part. Thus we spend a lot of time, energy and money maintaining a positive community profile. Attitudes spawned by letters such as Mr. Bennett's make the words 'yacht club' seem

H A N S C H R I S T I A N

# HANS ACROSS THE SEA

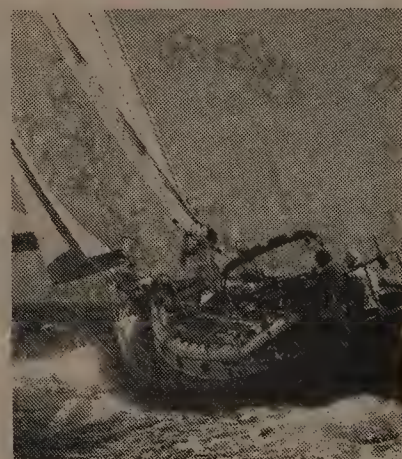
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# LETTERS

pompous and negative rather than helpful and civic-minded.

Mr. Bennett should sell his \$500/month 30-footer and spare us the agony of reading his letters. Please send him a 'Roving Jerk' t-shirt if you have such a thing; I'll be happy to pay for it.

Bill Troutner, Commodore  
Morro Bay YC

Bill — We spoke with Brian Foss, the Santa Cruz Port Director. He explained that in order to adhere to their \$430,000 annual budget, they dredge 40 hours a week from March to November and 50 hours a week in January and February. If they were to dredge more, they'd have to raise the berth rate which is only \$4.27/ft.

Foss further explained that it costs \$603/hour to run the dredge, and that it would actually have cost \$7,500 of dredge time plus crew overtime to have opened the channel in time for the race. Because of November storms the entrance shoaled early, thus it took three days to clear, not just one.

As of the middle of February, the entrance had been open for three weeks and was 20 feet deep. The dredge is 78 percent owned by the Army Corps of Engineers and 22 percent by the Santa Cruz Harbor District.

Foss characterized Bennett's letter as being "totally without truth or honor" and said, "it hurts us because we run one of the most innovative dredging programs in the country."

## MODIFICATION OF THE RULES

It seems to me that sometime in the recent past I read that the 'old' Rules of the Road, where the vessel on starboard tack always had the right of way over a vessel on port tack, had been modified. Something about the more maneuverable vessel having to give way to the less maneuverable vessel.

For instance, given a close-hauled vessel on a starboard tack on a collision course with a starboard tack boat coming downwind, who has the right of way?

David H. Schneider M.D.  
San Francisco

David — The two most fundamental right of way rules are as follows:

1. If two boats are on opposite tacks, the starboard tack boat has the right of way.

2. If two boats are on the same tack (starboard for example), the leeward boat has the right of way over the windward boat. This is the rule most applicable to your question, and means that the boat beating to weather (the leeward boat) has the right of way. Thus if you're sailing downwind on starboard tack with a chute and blooper, you've got to avoid the boats on starboard beating through you.

There are exceptions, however, to starboard tack boats having rights over port tack boats. Starboard tack boats over early and returning to the starting line, for example, do not have rights over properly starting port tack boats. Then there's the one that leads to frequent misunderstandings and collisions; inside two boats lengths of a mark, an earlier arriving port tack boat has rights over a later arriving starboard tack boat. With an ebb you see this problem all the time down by #8.

We don't know of any changes in the rules that have anything to do with maneuverability. Perhaps you're thinking of collision courses between small boats and large ships; the smaller, more maneuverable vessels must give way.

## THE SAILING SCENE IN NEPAL

The accompanying photograph should answer the question so

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Pat. Pend.

Tom McManus ordered a StackPack for his Swan 44 because he wanted a mainsail that was easier to handle for himself, his wife and two children, Carling age 2½, and Kelby age 1½.

Tom investigated all of the other mainsail furling systems, but was bothered by both the expense and diminished performance. Doyle's StackPack, with self-furling ability, intrigued him. (He recalled how much faster his boardsailer was with its fully battened main versus the conventional sail.)

Tom's convinced he got more than he bargained for. With his wife Patricia as navigator, he sailed *Diane* to second in class at his area PHRF Championship in a 95 boat fleet. The boat is faster than ever, whether racing or cruising, and Tom describes the silence when hoisting or lowering the sail as almost “eerie”.



The crew of the yacht Diane.

If you're looking for an easier way to go sailing but still enjoy performance, let us quote you on StackPack. Find out why Warren Brown ordered a Doyle fully-battened main for his S&S 61' *Warbaby* for her journey to Antarctica, why *Biscuits Lu* and *Spirit of Sydney* ordered the same for the BOC singlehanded race around the world, and why Don Street ordered a StackPack for his Caribbean cruising.

Whether with or without the StackPack Mainsail Handling System, Doyle is *the* authority in fully-battened mainsails.

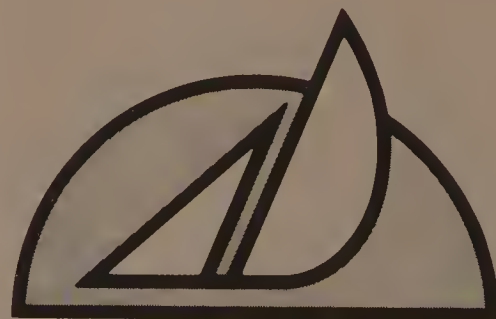


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# LETTERS

often asked me by members of the Cal 20 fleet; what I do for the nine months of the year that I'm not short-tacking up the Cityfront in *Great Egret*, Cal 20 #773.

Mt. Everest, the black pyramid with the summit plume visible in



Enjoying 'Latitude' at the top of the world.

one photo, is at latitude 28. My job is taking groups of trekkers to 18,500 feet on an apur of Pumori (23,435-ft) for the classic view of Everest from the Nepal side. This promontory is locally known as Kala Pattar (black rock), but when Jimmy Carter 'climbed' it a couple of years ago, *Time* reported it as an "ascent of Mt. Kala Pattar". I'm planning a trip to Rongbuk in Tibet for the classic north face views this spring — if the Chinese ever loosen their clampdown on Tibetan travel.

I've been living here off and on for 18 years, but the family moved over three years ago. As you can see, we keep in touch with the important news and events stateside through *Latitude*. I always leave nine envelopes and a check for airmail postage with our friend who also keeps an eye on *Egret*. The magazine only shows up two weeks late. I presume I'm the only one to get regular delivery of it in land-locked Central Asia.

As far as I know, Nepal has three sailboats, all on one lake. I've sailed the two that work; a 14-ft dinghy with blown-out red sails, rotten strings and a water-logged hull that was built by a daffy Brit 15 years ago; and, a Bic sailboard. There's rarely enough wind to ride the sailboard except during hailstorms (I'm used to Berkeley and Crissy Field), but that's just as well for the dinghy.

For real sailing, the people here fly to Thailand where the southern beaches are great for sailboarding. These trips serve as "visa runs" as well, as His Majesty's Government of Nepal requires most folks to vacate the premises every three months.

We fly back to California in June, missing just one-third of the sailing season. But we sail everything scheduled through September, missing only the last couple of races of the season. We enjoy the duality of total immersion in such unrelated endeavors (from "hold your course, Mary Jo" to "Yes, Mt. Everest is still higher than K2"). We're looking forward to the one-design season and the Friday night races.

P.S. If you send a Roving Reporter T-shirt, send it airmail or else it will moulder on the dock in Calcutta for three months.

Charles Gay, Pam Ross & Forrest  
c/o Himalayan Journeys  
Kathmandu, Nepal

*Charles and Crew — Great photo, great letter! Give us a call for the shirts when you arrive back in California, it will make things a lot easier.*

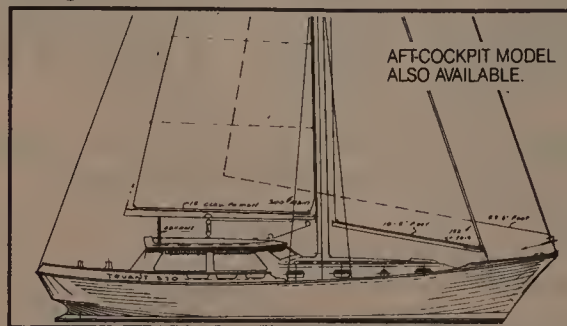
## VANCOUVER 32 PILOT CUTTER

Designer: Robert B. Harris



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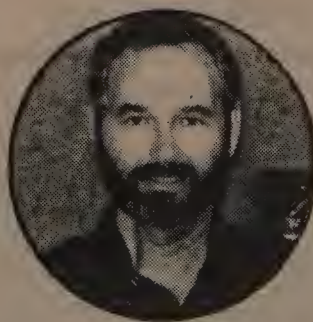
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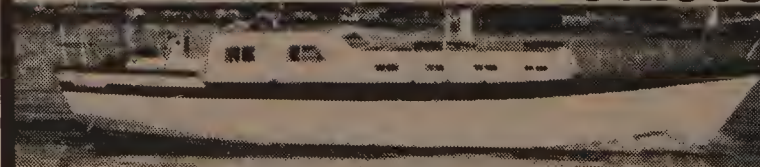


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# LOOSE LIPS

From suck the monkey to flog the glass . . .

In our probably vain attempt to instill some culture in you heathens, the *Latitude* history lesson for this month concerns the watch system, and of course how to best abuse it if you lived about 100 years ago. Unlike "suck the monkey," the epithet of the month a few issues back, which concerned the replacement of coconut milk with rum, "flogging the glass" and "warming the bell" don't have anything to do with drinking. Rather, they refer to two practices common when watches were measured by hourglass.

Actually, it would be the half-hour glass in this case. It was turned at the start of a watch and ran for 30 minutes, more or less, after which the bell was struck, and the glass turned again. After eight turnovers — eight bells — the watch was over. Old time sailors coaxed quicker time from the hourglass in a couple of ways. One was to flog the glass — shake it vigorously. The other was to hold the hourglass under a coat and near to the body, the idea being that the warmth would slightly expand the throat of the glass and allow the sand to run more quickly. "Warming the bell" eventually came to mean doing anything unnecessarily early — like rebuilding that clogged head.

Fresh water sailing.

The Butte Sailing Club is the Sacramento Valley's newest boating club. Thirty-six charter members joined the fledgling club, which takes its name from its base area, Butte County, near Oroville. The founder and first commodore is Charlie Grassl, who among other things was once the arm wrestling champion of Alaska. (At 67, he is still the undisputed champion in the Sacramento Valley Thistle fleet.) Sailing sites for the club are Little Grass Valley Reservoir, Black Butte Reservoir, Lake Almanor, Clear Lake and "Big O," Lake Oroville. Goals of the club are to establish a community-supported junior sailing program for kids, bring a world-class small boat regatta to the community — and have a lot of fun. Want to know more? Contact the BSC by writing P.O. Box 464, Palermo, CA 95968.

Missed the point.

Bob Cranmer-Brown called to say attorneys for *Merlin's* owner stopped his pending charter of the big sled for June's Singlehanded TransPac Race. He also clarified that he was at the helm when *Merlin* set her last Pacific Cup record in 1986: 8 days, 14 hours. "That was the year the wheel broke," says Bob, "and so did the emergency steering. We did the last 200 miles steering with the sails." He also accurately points out that the finish in Nawiliwili, Kauai, was 100 miles farther than the TransPac, which ends in Honolulu. In other words, *Merlin's* last Pacific Cup run — which averaged out to 11.02 knots — was the fastest any monohull has ever crossed the Pacific.

Incidentally, prospects for insuring all entrants in the Singlehanded TransPac still looks promising. And Bob is looking for another ULDB in the 50-ft range to do it on. If you know of or own a likely boat, he'd appreciate hearing from you at 494-6100 (days) or 961-8930 (eves.).

Calling all Olson 30s.

The Olson 30 National Class Association is interested in finding all 250 current owners of this popular ULDB speedster. If you own an Olson 30 or recently sold or bought one, and you have not already done so, please call or write Don Newman, Class President, P.O. Box 10286, South Lake Tahoe, CA 95731; (916) 544-4226. About 150 owners are currently on the roster.

Smuggler's blues.

A couple of years back we interviewed Bruce Perlowin, who ad-



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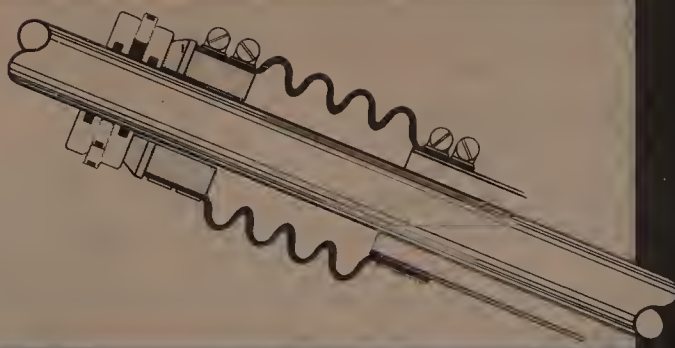
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# Talking with Mr. Stone . . .



**I**n addition to the merits of Stone Boat Yard, we are recommending to you this month a lovely book entitled *Both Sides of the Track*. It is a collection of the recollections of various wonderful people, mostly gone now, who lived and worked in Belvedere and Tiburon back when these towns were brand new. The last interview in the book is with Lester Stone, recorded in 1975 by Shirley Mitchell, who says today that he was one of the greatest gentlemen she ever met, and that what the printed word doesn't show is the charm and chuckling of Mr. Stone. He talks not only of his days in Belvedere, but also of moving Stone Boat Yard to the Alameda estuary, and the boats he designed and built there. We quote that brief part of the interview to remind ourselves, as well as all of you, what we have to live up to here at Stone Boat Yard:

**Lester Stone:** . . . in Oakland after I started we built vessels of 235 and 255 feet. First World War boats, too. *Northern Light* was the largest yacht we ever built, 140 feet. She had quite a history. We built her for John Borden, a Chicago man. She cost pretty close to \$400,000 when I built her in 1927. That was a lot in those days. Today she'd cost

two million. I built her just before the stock market crashed.

**Mrs. Mitchell:** I hope you got paid for the job.

**Lester Stone:** That I did, that I did . . . During World War II we built four mine sweepers, two subchasers, and two firetugs for the Navy. It took us about four years to do it, with an average crew of 250 people. After the war it was practically all yachts.

**Mrs. Mitchell:** You've designed quite a few boats, haven't you?

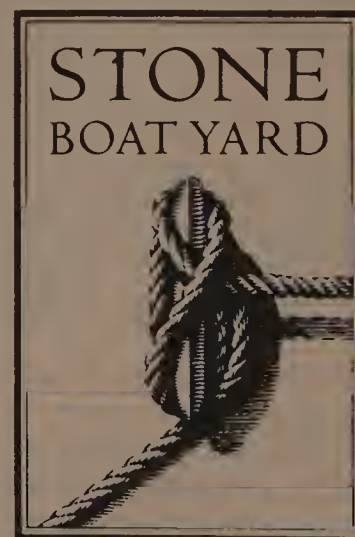
**Lester Stone:** Oh yes. *Via* was my design; I built and owned her, 1955-67. The *Waterwitch*, 1926, *Mariles*, named after my wife, *Rascal*, *Active* — those are all my designs . . . And *Pronto II* was my boat, built her myself and raced her out of the Corinthian Yacht Club, in 1917 . . .

**Mrs. Mitchell:** You look like a happy man, Mr. Stone.

**Lester Stone:** Well, my work has been my fun. I spent 58 years here on the estuary having fun. A lot of worries attached to it, but the worries make the fun better. I wouldn't trade my life and experience with anybody!!

And we wouldn't trade the heritage Lester Stone left us with anybody, either. At Stone Boat Yard, we continue 135 years of boat building and complete boat service and maintenance. We invite you to bring your boat and come see us.

[*Both Sides of the Track* is available at various bookstores and from Scottwall Associates, 95 Scott Street, San Francisco, CA 94117].



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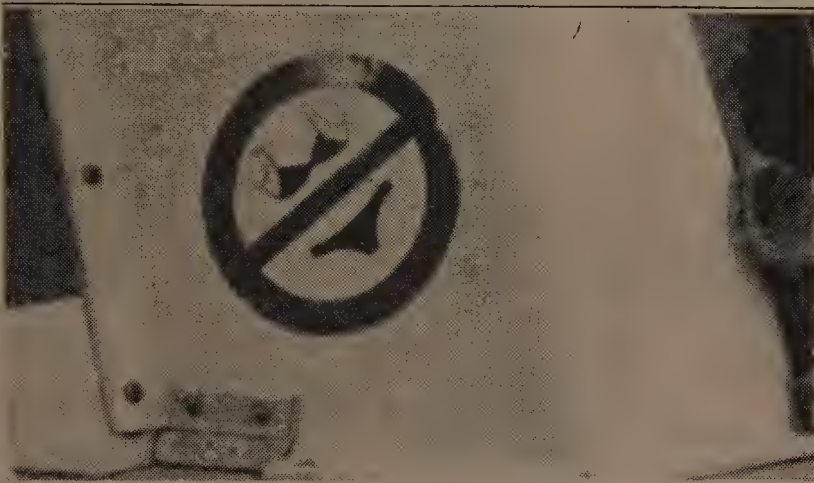


# LOOSE LIPS

mits to having smuggled close to \$350 million worth of pot into San Francisco Bay. He's been in prison for five years now. How is it going? He writes:

"Being in prison is so-so. But being destitute in prison is very bad. In order to alleviate this dismal situation, I decided to write everyone I know and ask you to send me money for my birthday. I've never done this before, but I guess being around all these criminals has warped my mind and I decided to give it a try. Desperate, destitute, and in prison is even worse."

If you're poor, he suggests sending \$10 to \$20. If you're rich, he thinks \$5,000 to \$10,000 would be nice. Such checks need to be made out to "Bruce Perlowin, #91239-024," FCI-Pleasanton, Unit 2, 5701 8th Street, Camp Parks, Dublin, CA 94568.



Spotted on a Newport Beach-based Swan 57 in Bequia. No further comments required.

Puzzled as to who to vote for in the impending presidential election? Of course, the primaries are quickly narrowing the field, so some of the following is out of date. But anyway . . .

According to a report in *USA Today*, given a day off, Dole would hold a press conference where he'd get to ask the questions, Jesse Jackson would have a debate, Kemp would ski with his family, Robertson would ride horses with his family, Gephardt would go to a baseball game, and Haig would beat McEnroe at tennis. The rest were more nautically oriented. Babbitt would be on the Colorado River with his family, Dukakis would walk along the beach at Cape Cod, Gore would canoe ride on a river with his family, Bush and Simon would fish. Clearly Pete du Pont is the sailors' default choice; after a pancake breakfast with his family, he'd like to "singlehandedly sail a small boat around the Horn". Good for you, Pete!

Perhaps having created a little too much on the *Monkey Business* in the Bahamas, Gary Hart was the only candidate who declined to respond to the question.

Much better late than never.

We'd like to give a special word of thanks to Cliff Poindexter of Jackson Hole, Wyoming, for sending us a copy of the excellent video apparently he took of the 1986 Baja Haha Race Week. It was great seeing footage of *Picaroon*, the *Swan 651 Show Me*, *Hawkeye*, *Secret Love*, and all the other boats. Best of all, however, was seeing all the friends from that year doing all the crazy things that get done on the beach. Made us homesick for Caleta Partida in nothing flat.

Poindexter was aboard his *Freedom 25*, *Wenonah Maude*, that Race Week as well as last year's. We hope to see him again in April for the 5th Baja Haha.

Incidentally, if anyone has a copy of the very first Race Week tape, we'd dearly love to get our hands on a copy.

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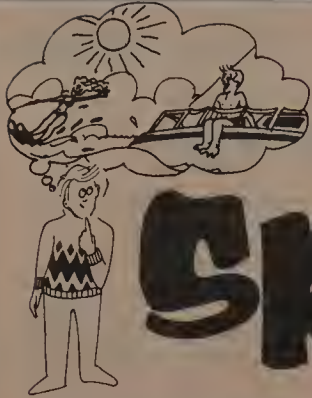
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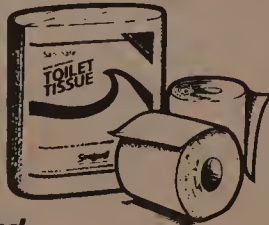
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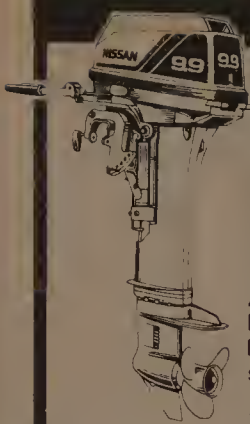
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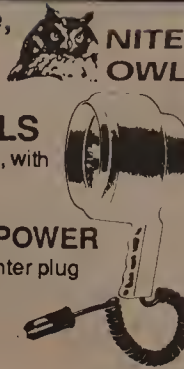
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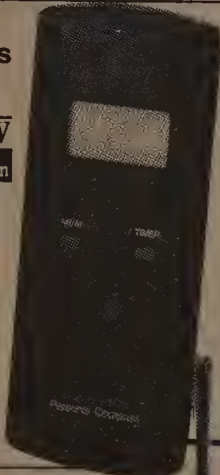
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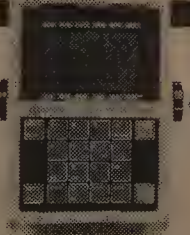
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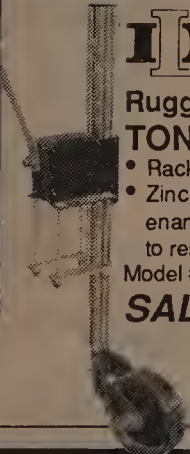
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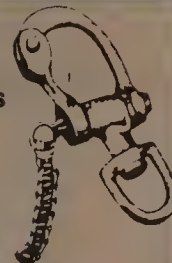
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## honest mistakes

If the folks at North Sails are getting a little paranoid, they've got some cause. Competing lofts have run ads that have unfairly staked claim to their glory. Having talked with everyone, we're convinced they were all honest mistakes, but nonetheless ones that need to be cleared up.

The first occurred back in November when the local Shore Sails loft ran an ad that said a boat equipped with their sails won the Express 27 Nationals.

cont'd on next sightings page

## a winter to

We've been kicking and splashing around these parts for nigh about 40 years now, but we can't remember a winter with as fine sailing weather as this.

From mid-January through late February there hasn't been a drop of rain. And temperatures have ranged from the splendid





## remember

low 70's to record-setting 80's. All under clear blue skies. Winds have been light, perfect for between-season casual sailing.

Typical of the boats taking advantage of such delightful weather is the Islander 30 in the photo on the following page.

cont'd center of next sightings page



## honest mistakes — cont'd

Nonsense, was the response of Alex J. Declercq of North Sails Detroit, who said that the top *three* boats had used North Sails exclusively.

When questioned about their ad, a red-faced Russ Williams of the Shore loft explained that he'd simply goofed. He'd meant to say that Shore had built the sails for the winner of the Express 27 Pacific Coast Championships. How could he make such a mistake? Since Northern California is a hotbed of Express 27 activity and because there were more boats competing in the Pacific Coast Championships (21) than the Nationals (14), a lot of folks just sort of ignored the officials' designations and considered the Pacific Coast Championship to be the Nationals.

Williams apologizes for the error.

Wanting to apologize for several errors at the expense of the local North loft is Howie Marion of the new Marion Sailmakers. Since Howie's craft is making sails and not ads, he left the latter duty to an agency. Unfortunately, somewhere along the line things got screwed up and what turned out in print was not only not what was intended, but it was blatantly and repeatedly false.

The headline in the Marion Sailmakers ad read "Listed above are all the other Bay Area lofts that designed sails for the America's Cup finals".

The headline was completely untrue. Unbeknownst to Howie, who should have checked, the local North loft built three or four sails that were used by *Stars 'n Stripes* during her America's Cup finals victory over the Australians. Howie is embarrassed by the glaring error and apologizes.

The headline also implies that Marion Sailmakers designed sails for the America's Cup. That also is false because the loft wasn't organized until many months after the America's Cup was over.

The ad's body copy claims that Howie developed *Kookaburra's* computer-aided design techniques, the complex performance analysis, and the innovative manufacturing methods. In truth, Howie was *part* of the *Kookaburra* task force team, not the sole member.

The intent of the Marion ad was to play up Howie Marion's experience with state-of-the-art sails gained from being the Head of Sail Design and Development for the *Kookaburra* Task Force. That's all well and good. Unfortunately, the way it was presented unfairly denied credit due North Sails. Specifically, Howie directed Rob Hook of the Sydney North loft, who operated the North computer design system, that designed the sail that eventually all carried the North logo.

You ever have a terrible day where everything went wrong? The Marion ad is the counterpart to one of those days. Howie is embarrassed and apologetic about the ad. He has the greatest respect for the folks at North and it was in no way his intention to steal their glory.

The photo at left is of the three 'Kookaburras'.

## meat and drink, man and wife

"Doctors is all swabs," he said; "and that doctor there, why, what do he know about seafaring men? I been in places hot as pitch, and mates dropping round with Yellow Jack, and the blessed land a-heaving like the sea with earthquakes. What do the doctor know of lands like that? And I lived on rum, I tell you. It's been meat and drink, man and wife to me. If I'm not to have my rum now I'm a poor old hulk on a lee shore. My blood'll be on you, Jim, and that doctor swab." And he ran on again with curses.

How many of you remember who spoke those words and in what book? Lovers of Robert Louis Stevenson will recall it was Captain Bill speaking to Jim Hawkins in the classic *Treasure Island*.

We just reread the book again and enjoyed it immensely. For one thing it's chock full of useful advice: "Spoil the fo'c'sle hands, make devils." And of course the elusive machinations of Long John Silver put Machiavelli to shame.

One-legged Long John had a great way with words, too, ingratiating himself as follows with young Hawkins:

"This here is a sweet spot, this island — a sweet spot for a lad to get ashore

cont'd on next sightings page



## meat and drink — cont'd

on. You'll bathe, and you'll climb trees, and you'll hunt goats, you will. And you'll go aloft on them hills like a goat yourself. I was going to forget my timber leg, I was. It's a pleasant thing to be young and have ten toes." A pleasant thing indeed.

Of course Stevenson's contributions to one-liners of the world is the eternal: "Them that die'll be the lucky ones!"

Stevenson was the Scottish novelist best-known for *Kidnapped*, *The Strange Case of Dr. Jekyll and Mr. Hyde*, and *Treasure Island*. In our

cont'd on next sightings page

## a winter to remember

Her crew sailed her out the Gate, popped the chute when a little sea breeze filled in, and worked their way back in the Bay.

The responsibility for such fine weather rests with a strong and tenacious high-pressure ridge that formed in mid-January over the eastern Pacific and has pretty much stayed put off the California coast. Cold





## — cont'd

fronts from Alaska have come down and banged against it, but haven't had the juice to dislodge the high and bring rain. Thus the basking has gone on for a month and is still counting. We hope each and every one of you has had the opportunity to take advantage of the unusually fine sailing opportunities.



LATITUDE/RICHARD

## meat and drink — cont'd

estimation, however, his finest book was the *Wrecker*, a must read by all sailors that features California, Paris and the South Pacific.

In poor health much of his life, Stevenson died in Samoa where cruisers on the Milk Run still make pilgrimages to his grave.

## america's cup — straws in the wind

The America's Cup of 1988 can be no better characterized than by the word uncertain.

It's uncertain there will be an America's Cup.

It's uncertain who the challenger will be.

It's uncertain what kind of boat the challenger and defender will use.

It's uncertain when it will be held.

It's uncertain where it will be held.

Other than for those minor glitches, everything is coming together like a precision German automobile.

For example, Sail America and Pepsi announced at a New York news conference that by virtue of tossing a couple of million behind the San Diego YC entry, Pepsi had staked out the high ground as "founding sponsor". So if you want to back the American defender without actually dipping into your pocketbook and sending them some greenbacks, at least you can do what the sailor in the photo on the next page is doing, giving up Coke for Pepsi.

Rebecca Heyl, a spokesperson for Sail America, indicated that one or two other major sponsors were expected to sign on in the next few weeks. It's a good thing, too, since late in January one of their ex-staffers, Francis Oliver, allegedly tried to forge the signature of their treasurer and cash checks totaling \$22,328 at the local B of A. Somehow that little attempted fraud fits right in with the spirit of this century's greatest nautical circus. Then too, there was the exhibition race in San Diego during Super Bowl week that featured Dennis Conner and Ted Turner with two Twelve Meters crewed by football players. It was a fickle-breezed fiasco, with hordes of spectator boats cluttering up the course that had to be shortened so Conner and Turner could finish in time for the press conference. The race did, however, give tactician Gary Jobson the chance to get off a great line. "It was like trying to play a football game where the fans are allowed on the field," he said.

So much for levity, let's return to grave matters.

Will there be an America's Cup this year? Perhaps a 50 percent chance. The leading candidate for challenger at this moment (see below) is New Zealand led by Michael Fay. It's Fay's contention, however, that Sail America's announced defenders (see below again) on behalf of the San Diego YC are illegal under the Deed of Gift, as is the site (see below just one last time).

Fay 'won' in the New York courts by getting a 'strict interpretation' of the America's Cup Deed accepted by Judge Ciparick. If he's successful again and gets Sail America's defenders ruled illegal, the folks from 'America's finest city' won't have time to build a 90-ft waterline defender, and therefore will simply have to forfeit the Cup to the upstarts from Kiwiland without so much as a starting gun being fired in anger. Either the Sail America bigwigs have ice running through their veins or somebody's been spiking their Pepsi with Valium.

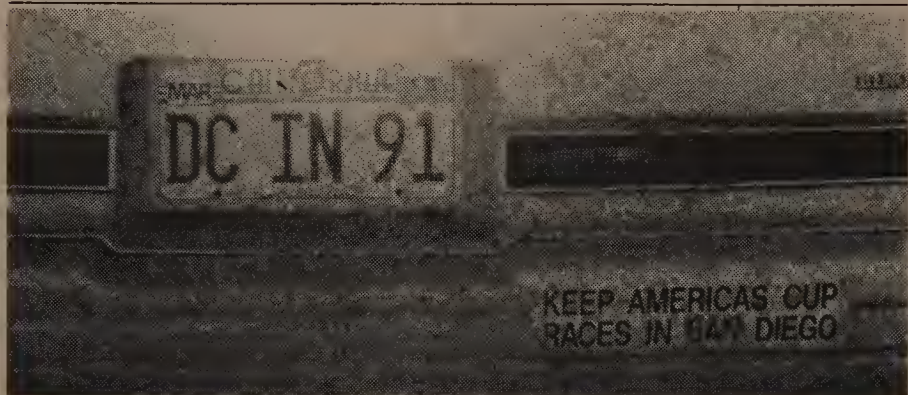
Further confusing the issue is the possibility that Fay might not be the challenger. If Fay and New Zealand aren't going to be the challengers, who might? Try wealthy Englishman Peter de Savary, who won the Southern Ocean Racing Conference (SORC) a few years ago with *Victory* and has been active in England's America's Cup efforts. De Savary, angry at Sail America for excluding him from the America's Cup this year, has gone to Judge Ciparick in New York with his own legal challenge. He wants the opportunity to compete with a 90-ft waterline boat, and he wants the Cup postponed so he has a reasonable amount of time to design and build a challenger. Initial arguments on his appeal were to have been heard on February 24th.

cont'd on next sightings page



## america's cup — cont'd

If de Savary is able to get a favorable ruling, a whole new set of challengers might come out of the woodwork. Alan Bond had wanted to build a 90-ft waterline boat, and the Japanese, who have gone crazy for sailing in the last



Not Michael Fay's Lincoln.

few years, are also likely candidates:

There's a mild irony associated with de Savary's action. According to Sail America's spokesperson Heyl, Michael Fay, who has always claimed he's been in favor of allowing all challengers, has filed an intervening petition to deny de Savary's request to participate. That's very un-Kiwi of Fay and an explanation is in order.

Then there's the uncertainty about what kind of boats will be used. Early in February, Sail America sought to bring some semblance of stability to this America's Cup by offering a compromise. If Fay would agree to postpone the America's Cup until next year, they would let Kiwi-born designer Bruce Farr — with the assistance of top American designers — create an approximately 70-ft America's Cup one-design boat. This is a terrific idea, something we at *Latitude*, as well as others, have advocated for years.

Unfortunately, Sail America had waited until they were making the offer from a position of weakness rather than strength. So Fay, who has already designed and nearly completed the construction of his 90-ft waterline boat, was not about to throw all that time, money and effort down the drain. The Kiwi investment banker, however, may come to rue the day he didn't accept the compromise if his anticipated legal challenges to the Sail America defender(s) are denied.

Sail America announced in January that they are building two defenders; one catamaran and another multihull, either a cat or a trimaran. It's Fay's contention that multihulls are not allowed under the Deed of Gift for the America's Cup. Fay's got a number of people who agree with him, some of them Americans who are experts on the America's Cup and the Deed.

San Francisco's Jim Michael has had distinguished legal and sailing careers. An attorney for more than 40 years, he's been a big wheel at Pillsbury, Sutro & Madison, which the last time we checked was the largest law firm west of the Mississippi. He's past commodore of the St. Francis YC and the Cruising Club of America. He's owned everything from *Baruna* to *Swans*. Most pertinent to the matter at hand, Michael is a former member of the Board of Trustees of the New York YC, and during the years 1964 to 1983 was their point man on legal matters regarding the America's Cup and the Deed of Gift.

Serious students of the America's Cup legal battle would do well to read Michael's excellent articles on the legal issues. One appeared in the February issue of *Yachting*; another in the March issue of *Sail*. Michael makes no bones that he believes Fay has been playing by the Deed and that Sail America's proposed multihulls are not legal. Refer to the articles for Michael's reasoning and evidence.

Naturally Sail America wasn't going to take that lying down. They countered with Harmon Hawkins, former senior Partner at DeForest & Duer in New York and a sailing administrator with a list of enviable credits as long as *War and Peace*. Hawkins came up with the direct opposite conclusions;

cont'd on next sightings page

## divers

Most of the professional divers we know are quiet, hard-working types who go about their business with rarely a bad word, even for those of us who regularly trash the bottom of our photo boat by hitting logs or shoals. Most are also loners. But we don't care how quiet or individualistic someone is, you threaten to take his livelihood away and that man is going to get mad, fighting mad.

Almost unbelievably, that is exactly what has happened. In their wondrous, omnipotent and typically incomprehensible manner,





## dilemma

our illustrious State Assembly has just passed a bill that would not only put most divers out of business, it could end up hitting all boat owners where it hurts the most — in the wallet.

"It's called Assembly bill 2612," says a diver who requested anonymity. "It's a completely frivolous bill drafted because toxic waste is a popular political issue. It shows total disregard for the diving industry, and if it passes, the cost of maintaining a boat will

cont'd center of next sightings page

## america's cup — cont'd

his arguments should appear in the next issue of *Yachting*.

Thus the question of whether Sail America can use multihulls or will have to forfeit the Cup is still too close to call.

As for where and when the Cup might be held, those matters are equally uncertain. In regard to the location, Michael and Hawkins once again take opposite positions; Michael says the Cup must be held off San Diego; Hawkins says Hawaii would be just fine with him. As of now, Sail America says it will be held just off one of Southern California's most exclusive waterfront communities, San Pedro. Rumor has it that Marina Shipyard in Alamitos Bay and the Edgewater Hotel across the street will be Sail America headquarters. In defending the choice of "San Pedro Bay", Sail America

cont'd on next sightings page



LATITUDE/SARAH



## america's cup — cont'd

notes that there's much better wind there than San Diego in the month of September.

Naturally the city of San Diego, facing a potential loss of over a billion dollars of revenue, isn't very happy. They took their case to Judge Ciparick, who basically told them to take it up with the San Diego YC and not waste the court's time. Shortly thereafter, one city councilman is reported to have said that the council doesn't care if the America's Cup is held in Alaska and the boats hit icebergs and sink.

According to almost all interpretations of the Deed, September is indeed when the Cup should be sailed. Judge Ciparick specifically noted, however, that the date could be changed by the mutual consent of both Sail America and Michael Fay. It seems less and less likely that such an agreement would be in Fay's interest, but this year anything is possible. The other thing that could throw the September schedule off are legal challenges. If one hits big, we may have even greater chaos than now.

The only certainty about the upcoming (maybe) America's Cup is that it's been and continues to be an unseemly mess. We know that's not much, but sometimes you have to grasp at what few and tiny straws blow by.

## it takes a while to get it

Sometimes it takes awhile for things to sink in. Take the Coast Guard's budget cuts, for example. We've all heard about them, but haven't felt too



Rocked by budget cuts, the Knox buoy has become a space case. much effect from them.

Then a couple of weeks ago we sailed past the Knox buoy, the one you see in the accompanying photograph.

cont'd on next sightings page

## divers dilemma

skyrocket. It will kill racing . . . ."

Whoa, guy. Hold on. Let's try and look at this thing logically.

We have to admit, that's not easy. In March of last year, a bill was introduced that would regulate sport diving from charter boats. In January, the bill was completely rewritten and redirected at cutting down pollution in state waterways. In part, that bill read "The California Regional Quality Control Board, San Diego Region, shall conduct a study to determine the impact of underwater scraping and cleaning of vessel hulls and bottoms by divers on the marine environment . . . ."

When it passed, that section was missing from 2612 and the pertinent passage read "Underwater scraping and cleaning of vessel hulls and bottoms that results in the releasing of hazardous wastes into the navigable waters of the state is prohibited."

That's a far piece from regulating sport divers.

If any good has come of this lame piece of "legislation" so far, it is that divers are talking to each other for really the first time. And they are mobilizing, too, to destroy this thing before it even gets to the senate. If your sensibilities go no farther than "Tough luck, dudes," you should also realize that if the bill

## between a rock

Two summers ago there was an electrical fire aboard a Northern California boat that was anchored at Santa Cruz Island. The Coast Guard was summoned but once they were sure the fire was out and everybody aboard was safe, they informed Miller that they were sorry, but they couldn't tow him in. A private towing company could, though, and billed him \$600 for the service.

It is a scene repeated often these days. In 1984, under pressure from private towing and salvage companies, Congress ordered the Coast Guard to refuse to tow vessels in non-emergency situations. Instead, they are to call private towing companies to do it, since that's how they earn a living.

It's not a bad living. The last we heard, the average fee was around \$75 an hour.

As usual, there was (and to a degree, still is) a flurry of indignance among boaters used to freebie tows. Also as usual, most of it was and is directed against the Coast Guard for "leaving us stranded." On the good side, a lot fewer people seem to run out of gas now that they have to pay for a tow in.

The latest victim stopped dead in the water by the policy, with no help in sight, is the Coast Guard Auxiliary. These are the



## — cont'd

does become law, it will also be illegal for you to clean your own boat's bottom.

Obviously, the ripples could turn to tidal waves. How does \$200 to change zincs sound? Without the bread and butter of cleaning bottoms — our anonymous diver does 1,200 boats a year by himself — divers would have to charge that to survive. Yards might be next on the hit list, needing to expend a ton of money on recovery systems to suck up all that old bottom paint and new overspray that now goes right back in the water. And guess who'd foot the bill for that? Right: us again.

As you can see, it's kind of got us going here, too. If you want to put some nails in the coffin of this thing yourself, there's going to be a public hearing before the Senate Committee for Toxics and Public Safety Management sometime in April. That's just enough time to fire off a quick letter to your senator, or to the Committee Chairman, Art Torres. Got a pen? Write Chairman Art Torres, Senate Committee for Toxics and Public Safety, State Capitol, Room 2080, Sacramento, CA 95814. Use your own words, but he has to know that Assembly Bill 2612 could have far reaching implications to many facets of the economy — and that none of them are good.

## and a hard place

good and dedicated folks that bring you courtesy boat inspections, boating safety classes and, until recently, courtesy towing. Part of an auxiliarist's training is proper towing techniques, but since that training is provided by the Coast Guard, the most these eager-to-help volunteers can now do is call you a commercial tow and lend moral support until it arrives.

The ruling has had dramatic adverse effects on morale. "If the policy is not changed," said Horace E. Dunbar, legal officer for the Northern California Auxiliary, "we believe that the auxiliary and its other programs such as public education and courtesy boat inspections will soon disappear."

No satisfactory solutions to the problem came out of a February 18 public hearing in Oakland, though both sides were able to air their views and opinions. If you have ideas or input on how to solve the problem fairly for both private and volunteer towing, local Coast Guard Auxiliarist Jerald von Behrens urges you to write to the Marine Safety Council, (G-CMC), Room 210, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, D.C., 20593-0001.

And, he adds, "Be careful out there."

## it takes a while — cont'd

On the right-hand side of the buoy you might notice what appears to be a plastic milk carton tied to the buoy. It, in fact, is a plastic milk carton that was tied to the buoy with several different kinds of line and cord.

At first we thought it was some kind of prank, similar to the time somebody mounted a mail-box on the Little Harding buoy. But as best as we could tell, the Coasties were keeping the battery that collects the energy from the solar panel in the space case.

For just a second there we got disoriented and thought we were back in Mexico.

## eagle open house

When you talk about "the Eagle" out here on the west coast, most sailors probably think of the 78-ft Whitbread veteran *Alaskan Eagle*, flagship of the Orange Coast College Sailing Center. However, on the east coast, and



COURTESY THE COAST GUARD

The 'Eagle' hasn't landed. It never took off.

among tallship buffs around the world, there is only one *Eagle*, the 295-ft U.S. Coast Guard cadet training barque. At the end of March, that big windjammer will hold an open house in San Francisco. If you ever wanted to see what a modern square rigger was like, this is a real don't-miss event.

A little background: *Eagle* was a war prize, taken by the United States from Germany following World War II. The ship was built in 1936 as a training vessel for German naval cadets, and served in that capacity as *Horst Wessel* until her capture. In May of 1946, the ship was commissioned into the Coast Guard, and under her new name sailed from Bremerhaven to New London, Connecticut, her home port ever since. *Eagle* is the seventh Coast Guard

cont'd on next sightings page



## eagle – cont'd

(formerly the Revenue Service) ship to bear the name.

The ship also serves in the capacity of goodwill ambassador, and recently represented the United States in Australia's bicentennial celebration. She is stopping at number of west coast ports on her way home to New London.

Every American harbor seems to have its own little fleet of colorful square

cont'd on next sightings page

## oh no, not the



## the men

Since the women readers have been grouching about the lack of male flesh on which to feast their eyes, we're running the accompanying photograph to call everyone's attention to the date of the 5th Annual Sea of Cortez (Baja Ha-ha) Race



Week.

The dates are April 3rd to 10th, with festivities beginning Easter afternoon in La Paz, Baja California Sur, at the Gran Baja Marina.

While there are three races, the 'Race Week' title is really a misnomer. Most of the week is spent fooling around and having fun



## tumbling boxes again!



## of baja ha-ha

with other cruisers on the beach at Isla Partida, about 24 miles north of downtown La Paz. Think volleyball, blindfold rowing, sand sculpture, paddling, sailboarding, checkers, horseshoes, chili cooking and all sorts of other friendly competition. On calm nights there are talent shows and who knows what else.



Isla Partida is an uninhabited island with no facilities whatsoever, so you've got to get there by boat. If you've got your own, terrific, just remember to bring enough food, water and fuel for the entire week. If you're a camper, with a little hustling you'll be able to find a ride out to the island where you can set up camp. But remember, you must bring everything, water included, that you need. Campers usually have a terrific time at Baja Ha-ha. In fact, we just spoke with a woman who went down to camp and ended up fall-

cont'd center of next sightings page

## eagle — cont'd

riggers, but *Eagle* holds a unique position as America's only active duty square rigger. To those of us more used to sailboats in the 20 to 40-ft range, her sheer dimensions are pretty unique, too: hull and decks — half-inch steel; sail area — 21,000 square feet spread out over three masts and 21 sails; 200 lines of running rigging totaling 20 miles; height of mainmast — 147 feet; beam — 39 feet; draft — 17 feet; displacement (loaded) — 1,816 tons; top speed under sail — 17 knots; normal crew complement — 175 cadets and instructors.

We're talking industrial strength sailing at its best.

Now for the dirt. No ship sails without some controversy, and *Eagle's* has been brewing for more than a decade. A *Latitude* editor who grew up within a stone's throw of New London sums it up this way: "I think they ruined it when they painted on the orange Coast Guard stripe. It's too punk, too new wave — really atrocious." He's apparently not alone. However, others here (and obviously in the upper echelons of the Coast Guard) think it's an improvement over the formerly all-white hull motif.

You can formulate your own opinions on March 25, 26 and 27 at Pier 45 in San Francisco. The ship will be open to the public 2 to 8 p.m. Friday; noon to 5 on Saturday; and noon to 8 Sunday. The 378-ft high endurance Coast Guard cutter *Midgett* will also be open for inspection the same hours at the same location.

## and while you're at it, bring me the head of alfredo garcia

Officials of the Richmond YC went to the Richmond City Council early in February in hopes of obtaining a variance on a fence ordinance. What they got a postponement of their request and orders by Richmond mayor George Livingston to return two weeks later with some "minority members".

"If you don't have any, you'd better get some in two weeks," instructed His Honor. Regretfully, Livingston didn't offer a clue on how to comply with his order. The least he could have done was order some of Richmond's citizens to join.

Nonetheless, it's the first time in our recollection that a yacht club membership drive has been mandated by a mayor.

"Isn't that just ridiculous?" writes Fred Reust of El Sobrante. "I've been sailing around the Bay on my 35-foot Chris Craft sloop for over fourteen years. I've been a member of two yacht clubs and stayed at many of the marinas around here and points south. I've only seen a few blacks or obvious ethnic groups on anything bigger than outboard-powered trailerable boats. They're a minority on the water by choice and inclination, not by discrimination. On top of that, not everybody who has a boat wants to join a yacht club."

Reust's last statement will be recognized by members of almost all yacht clubs as being all too true. The Sausalito Cruising Club has waived its initiation fee in order to encourage new members, Reust notes. He also remembers that his old club, the Point San Pablo YC of Richmond, was always trying to expand its membership, "almost to the point of tackling people in the streets".

Naturally Mayor Livingston wouldn't have been able to pick this up from from one quick walk through the club, which was apparently the basis for his instructions to the Richmond YC representatives.

It's true that there aren't a lot of minority sailors, but we suspect the reason the numbers are so limited is neither discrimination or lack of inclination, but economics.

Nonetheless, there are some minority members sailing on the Bay. Most of our early big boat sailing on the Bay, for example, was done on a boat owned by a black man. He belonged to a yacht club and nobody thought anything of it. Bill Collins competed in the first singlehanded TransPac on a boat loaned to him by a local company. Bill later cruised his own wood boat to the Virgin Islands where he's now the King of BBQ. Ironically, the only time we raced with a black person as a member of our crew was during the first day of a

cont'd on next sightings page



## and while you're at it — cont'd

two-day regatta at the — you guessed it — the Richmond YC. An excellent sailor, we dearly wanted him back the next day, but he'd already made a commitment to another boat and they weren't about to let him out of it.

Is the Richmond YC racist, overtly or covertly? There's no way for us to



LATITUDE/RICHARD

The Richmond YC: built for fun for everyone.

know for sure, but we certainly doubt it. The sign above the door reads, "This club was built for fun." It's been our experience that they aren't persnickity about who is having the fun.

As we understand it, the Richmond YC costs as little as \$150 to join and a monthly fee of \$15. You also need the recommendation of three current members.

As is the case with all but three or maybe four yacht clubs in the Bay Area, the Richmond YC is hardly a bastion of wealth, style or exclusivity. It's a functional club, best known around the Bay for its excellent junior program that has proved to be the breeding ground for a lot of talent that was subsequently snapped up by the St. Francis YC for international glory. Small boats, the training ground for almost all top-notch sailors, are big at the Richmond YC. Owning an El Toro doesn't make you a second class citizen.

The Richmond YC's return engagement with Mayor Livingston and the rest of the city council is scheduled for just as we go to press. Next month we'll let you know how the mandated membership drive and the fence variance turned out.

Meanwhile, if you have the slightest inkling you've ever been denied membership to any Northern California yacht club because you're a minority member or woman, please drop us a line. We think a lot of folks would be interested to know if it's happened; and if so, how often.

## no more flower power

Back in the 60's when Sausalito was one of the hippie capitals of the world, somebody placed a huge flower on the drydock that was moored in the center of Richardson Bay. Photographs of it graced thousands of postcards and soon it had no rival among drydocks for celebrity status.

Well, the hippies are gone, the flower is gone, and after a big fire a few years back, the mostly-destroyed 45,000 sq. ft. drydock is a shambles. It hasn't been good for anything recently but illegal low-income housing — for which it gets lots of use. According to one Belvedere woman, it's so lit up at night that it looks like an offshore oil rig. As far as she's concerned, getting rid of the drydock rates a higher priority than getting rid of anchor-outs.

The man who has been driven to get rid of anchor-outs, Supervisor Al Aramburu, wants nothing more than to get rid of the unsightly drydock, too.

cont'd on next sightings page

## the men of

ing in love with one of the singlehanders. They've since sailed halfway around the world and are to be married soon. So be careful!

Sea of Cortez Race Week, which was founded by *Latitude* and developed by Alberto Morphy of the Gran Baja Marina and the cruisers of La Paz, is free to all those wearing a big smile. There will be as many racing classes as are necessary to make everyone happy, with plenty of trophies.

Alberto Morphy of the La Paz YC will once again provide BBQ's for everyone to cook, and we're delighted to announced that





## baja ha-ha — cont'd

Downwind Marine of San Diego and the Westsail Owners Association of Maryland (we're not kidding) are picking up the tab for the charcoal. Last year the folks at West Marine donated two free pigs; we're sure they'd do it again, but the project simply required more work than anyone wants to take on again, so don't get your hopes up for that.

We may not know the sound of one hand clapping, but we know the sound of a couple of hundred cruisers having a good time and laughing: "Baja Ha-ha!" Be there if you can.

## no more flower power — cont'd

The problem is that the drydock is stuck in the mud. Even if it weren't, it's in such bad condition that it can't be towed anywhere.

Supervisor Aramburu told a luncheon gathering of the Marin coalition that removing the drydock would probably cost about \$400,000 — which is about \$399,999.99 over what's likely to be available for the project in the next few years. He also explained that at one point the National Guard wanted to blow up the drydock as an exercise in teaching soldiers how to use underwater explosives.

The way we see it, once the court challenges by the residents of the drydock have been exhausted, there's a great way to get rid of it. The following Fourth of July the main fireworks from San Francisco should be launched from it. As the grand finale the Blue Angels would will bomb the daylights out of it — a real crowd-pleaser to be sure. In order to pay for clean-up of the

cont'd on next sightings page



SHIMON VAN COLLIE



## no more flower power — cont'd

debris, admission could be charged of all the people watching from the natural amphitheatre created by Belvedere, Tiburon, Strawberry and Sausalito.

All right, all right, it was just a thought.

## we're cops, we can do anything we want

That seemed to be the attitude of two Los Angeles police officers getting their jollies with automatic weapons in the Santa Barbara Channel late on the afternoon of January 21. The officers are apparently unclear on the concepts. First off, it's college students, not cops, who can do anything they want; secondly, it's illegal to spray rounds of automatic weapon fire in the Santa Barbara Channel.

According to a *Latitude* reader who prefers to remain anonymous, she was heading back to the Channel Islands Harbor aboard a 28-ft sailboat when about 1,000 yards off Platform Gina she heard automatic weapon fire. Concerned that she might be in the wrong place at the wrong time — the Pt. Mugu shooting range isn't *that* far away — she radioed the Coast Guard. The Coasties said they didn't know of anything going on.

Scanning the waters with binoculars for the source of the automatic fire, the woman noticed a 22-ft Bayliner with an arc of spray off the stern and bullets ricocheting through the water for many feet.

The woman was still on the radio with the Coast Guard when the officers on the 'gunboat' came on the radio to instruct a boat between them and the woman's boat to stay away. This is a close approximation of that transmission:

"Skipper of the boat with the blue and gold spinnaker, please alter course. You are in our line of fire."

Wisely, the skipper of the boat with the blue and gold spinnaker changed course.

Right then the Coast Guard came on Channel 22, convinced they were needed. Along with the Department of Fish & Game vessel, *Yellowtail*, the two Los Angeles cops were apprehended at the other side of the Channel Islands breakwater and cited. Apparently they had a small cache of 9mm weapons and automatic firearms.

Please folks, if you want to get your bullets off, do it like the fellow in the accompanying photograph: way, way the hell out to sea. No point in making west coast waters the saltwater equivalent of Detroit on Halloween.

## the other side of the story

There's usually two sides to every story. Unfortunately, it's not always possible to get both sides, as was the case with January's *Sightings* piece on the damage done to Stearns Wharf in Santa Barbara by two vessels that had broken loose from their moorings.

Our article was based on information given to us by Harbor Patrol Supervisor Mark Howard. Those named as owners of the vessels causing the destruction, Justin Mezey and Mark Schroeder of a barge and an old fishing boat respectively, could not be reached. There is no telephone listing for Mezey or the corporation he heads, Sea Venture Enterprises; nor is there a listing for Schroeder.

Last month, however, Mezey telephoned us and took exception with many of Howard's remarks and characterizations. Mezey said that many statements were untrue and that the public bad-mouthing was just part of ongoing harassment by the Santa Barbara Harbor Patrol. He says he plans to sue Howard, the Harbor Patrol or the City of Santa Barbara.

As Howard himself had said, Mezey explained that he leases five acres of ocean from the state for a mariculture project. The 'crop' is supposed to be mussels, but despite being in operation since 1983 none have been harvested. But, he says, with good reason.

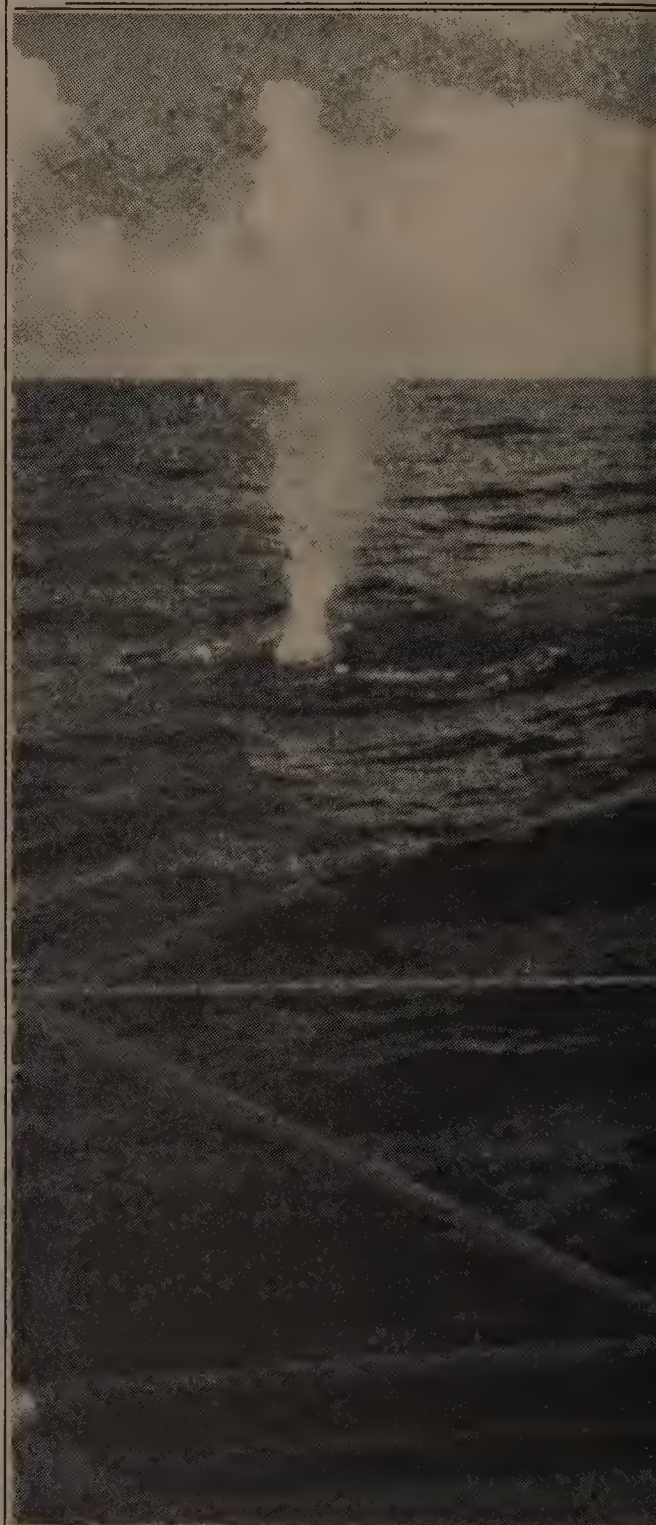
Mezey claims that the waters off Santa Barbara are polluted with too much

cont'd on next sightings page

## the *pali* mystery

The Coast Guard is still completely in the dark about the apparent December sinking of a sailboat called the *Pali* and the presumed loss of her crew.

When airline pilots picked up an EPIRB emergency distress call 650 miles southwest of San Francisco, the Coast Guard dispatched a plane to the site. The Coast Guard pilot wasn't able to contact the *Pali* crew, but he did hear the crew's last transmission. It indicated that their sailboat was sinking, that they had broken bones, and despite having no liferaft there was no choice but to abandon ship. Winds were gale force, seas over 25 feet, and the water temperature in the





## continues

60's. Chances of survival were one in a billion.

When the skies cleared and the seas subsided the next day, the Coast Guard found what may have been just a lot of floatsam or jetsam, but very likely was from the missing boat. Nothing was large enough to provide a clue to the identity, however.

Lt. Michael Sullivan from Search & Rescue says the Coast Guard is "mystified" that nobody has come forth to report the boat overdue or identify it or the missing crew. Actually, one person did call as a result of a previous article in *Latitude*, but

cont'd on next sightings page

## the other side – cont'd

bacteria because of inadequate sewage treatment by local sanitation districts. The most recent sampling, taken in November, he says will bear this out. Such pollution requires prohibitively expensive processing of the mussels in order to market them. The failure of the water districts, he contends, is responsible for his not harvesting.

A somewhat different mariculture venture, Pacific Seafood Industries, filed suit over the matter back in 1985. Mezey says he hasn't joined in that lawsuit but intends to do so within the next few weeks.

Asked for specific falsehoods made by Howard, Mezey listed the following:

✓ The claim that he owns Sea Ventures. In truth, there are 22 stockholders of the private corporation. Mezey is, however, the president.

✓ He disputes the claim that his barge was not being used. "It was a work barge with a welder and would have been in greater use had the water not been polluted.

cont'd on next sightings page



LATITUDE RICHARD



## the other side – cont'd

✓ “Total bull” is Mezey’s response to Howard’s claim that the barge had been used as a crash pad by a number of transients. Mezey states that he is the only one who has ever slept on it.

✓ Mezey doesn’t believe Howard’s claim that a number of people have been observed or cited for minor violations such as public drunkenness, urinating in public, etc. have given the barge as their local address. “Nothing has ever been said to me about it,” he responded. “I don’t feel responsible for every bum or derelict in the harbor and shouldn’t be a scapegoat for them.”

✓ Mezey denies that he was in any way responsible for his barge dragging into Stearns Wharf. “My barge had been there for four years and only broke loose after the *Seahawk* dragged into it.”

✓ Mezey also disputes knowing anything about stealing *Seahawk*’s buoy or even the allegation that he stole the buoy.

✓ Mezey says his barge was not being used as a “floating dump”. In his words, “A work barge is not a yacht. You have to use heavy, ugly, functional equipment. Santa Barbara is a yacht-oriented harbor, but you can’t operate heavy equipment from a canoe. My harvesting can’t be done any other way. It wasn’t a floating dump, it was a work platform.”

cont'd on next sightings page

## the pali mystery

he’d mistaken missing the *Pali* for a boat by the same name that is safely cruising Mexico. *Pali* is Hawaiian for mountain, and the presumption from the name and location of the distress call is that the boat was either from Hawaii or headed that way.

If you have any information on the boat, please call the Coast Guard.

In this era of increasing budget cuts for the

## anybody missing part

Somebody has to be, for this banded trio of pilings was floating around the Bay in mid-February. It’s surprising, in a sense, since we’ve had so few storms to wash things down from the D’lta or to break them loose around the Bay.





## — cont'd

Coast Guard, we asked Lt. Sullivan if they will be responding differently to such emergencies in the future. He said no, not in a situation like this one. What has been and probably will be cut back more are routine patrols. For ongoing emergencies the operational philosophy is to save the lives and then figure out how to pay for it. At least somebody has their priorities straight.

## of their marina?

But no matter where they come from or why, these mostly submerged hazards can do serious damage to boats large and small. In January one of the three Golden Gate ferriboats was knocked out of commission for

cont'd on next sightings page

## the other side — cont'd

Mezey says that the false allegations were just part of the harassment of him by the Harbor Patrol ever since a State Water Control Board ordered study showed that the water off Santa Barbara was polluted. As an example of other harassment, Mezey tells about the time his skiff capsized in a storm off the back of his barge anchored a mile offshore. The Harbor Patrol refused his request for a ride to shore. Mezey says he doesn't know if the Harbor Patrol is required to give such rides, but that other boatowners were being helped.

Mezey's attorney, David Turpin, says the city of Santa Barbara was investigating the entire incident trying to determine if Sea Venture's barge and the *Seahawk* were liable for the costly damage to the pier and the business on the pier, and if liable whether Sea Venture or the owner of the *Seahawk* had the resources to cover the liability.

*Seahawk* and the Sea Venture barge smashed into Stearn's Wharf during a full gale early on December 16, knocking out 19 pilings and destroying the roadbed. The destruction caused the closing of all 15 businesses on the wharf during the heart of the profitable Christmas, including three major restaurants.

## muff of the month

*A couple of months back one of our readers requested we run a "blunder of the month" type column. Jerry Pajan of Vallejo was the first to respond with a story we think he overharshly calls:*

### Diary of a Fool

A lot of folks would agree that it's foolish to sail in 40 knots of wind. If you're talking about sailing a 3700-lb, 30-ft sloop in 40 knots of wind without any reefs, you have, as I learned, the perfect recipe for disaster. Nonetheless, that was my scenario on December 12, 1987.

Some of you may remember that nasty day. If you're smart, you'll remember it as the day you decided to stay on the dock. I have to confess that I'm pretty new to the joys and agonies of sailing, and therefore perhaps a little over-enthusiastic. Maybe even downright stupid. So while I hesitated before taking my Clipper 30 into the blow, I went out anyway. I guess it was the weather. After what seemed like months of light winds and rainy days, I was overjoyed to see a clear day with a stiff breeze.

I went despite that fact that my Clipper 30 is one of the few boats on which you can't reef the main. The problem is that the boom is so lightly constructed that it couldn't handle the loads if the proper reefing blocks were installed. But the yearning in my heart wouldn't be squelched and I rationalized going out by thinking 'my rig is abnormally short to begin with, so I'll be all right'.

Indeed, for the first two hours it was *great!* Surfing down big walls of chop with the wind on the quarter, we pegged the knotmeter. But then we came up to a close reach in order to head back toward the Carquinez Bridge. In order to squeeze every ounce of pleasure out of the exhilarating day we decided to stay on the wind "just a little longer".

My crew for the day consisted of three friends. Two aren't sailors but love to sail. At least they used to. The third, Jim, is as enthusiastic — and naive — about sailing as I am. Thus the two of us constantly scheme, connive, threaten and argue over who gets to take the helm.

While we were still on the wind, it was Jim who said, "I think something is wrong with your rudder."

"What's wrong?" I asked with a smile, thinking he was kidding. The serious look on his face told me otherwise. Peeking over the stern, I beheld the pathetic sight of a poorly-constructed rudder that had snapped like a dry twig. It was held together by nothing more than the fiberglass skin. It was then that I noticed a significantly heavier feeling in the seat of my pants.

Somebody must have been watching over us that day, because with nothing more than inspired ingenuity and a lot of old-fashioned guts, Jim

cont'd on next sightings page



## muff of the month — cont'd

and I were able to lash the spirally fractured rudder together using the overboard ladder and the cover to my stove. We were also blessed with the heartiest outboard to hit the water, a Honda 100.



JERRY PAJAN

A little innovative thinking held the rudder together.

Putting a sealed well for the outboard at the stern of the boat is perhaps the only good idea Clipper Marine ever came up with. It saved the motor from being choked to death by any of the thousand waves that broke over the bow and stern.

Once we got the motor mounted, we began a very intense 2.5 hours of motoring, first into the chop and then away from it. The only way to steer was through a combination of the jury-rigged rudder and the pivoting outboard. It was nip and tuck, and I promised the good Lord anything he wanted if he would just get my crew and passengers back safely. Once at the dock he could strike me dead for my stupidity.

Eventually we saw something I'd never been so happy to see in my life; the Mare Island breakwater. Once inside the Strait, I felt secure enough to relax my grip on the outboard so the color could return to my knuckles.

Since neither my friends or I were injured or killed, I guess I can say it was a pretty inexpensive lesson. I'm much wiser for the experience.

— Jerry Pajan

## the geek is back!

We learned at presstime that the 12-Meter *USA* is coming out from under wraps for the first time since last February's America's Cup races. This is "R1," the Golden Gate Challenge's radical 12 that sports a strut-and-bulb keel (nicknamed "the geek"), and rudders both fore and aft. The GGC is still alive and well, and the unveiling is in preparation for their possible participa-

cont'd on next sightings page

## anybody missing

about a week and to the tune of something like \$25,000. Thanks to unknown submerged objects such as the one in the photograph, another ferry was knocked out in February. Repairs to the starboard strut and the two propellers came to a nifty

## collisions of

What a way to ruin a nice sail across the Bay. On February 8 at 6:20 p.m., the fishing boat *Miss Natalie II* tail-ended the 23-ft sailboat *Mola Lu*. The bow of the fishing boat rode up over the transom of the smaller boat, pinning Belinda Merkel, 21, to the afterdeck. When the boats disentangled, Merkel and her Irish Setter went into the water. Both were recovered by the fishing boat, which radioed the Coast Guard. Belinda's husband, who was on the foredeck at the time, was unhurt, as was the dog. However, the Coast Guard rushed Belinda to the hospital with a broken wrist and internal bleeding.

A Coast Guard investigation was still pending as we went to press, so we don't know any of the details. The only update we could get was that Merkel's injuries were apparently worse than first thought. She reportedly had to have her spleen and a kidney removed.

The second collision is shrouded in even

## galilee

The *Galilee* project took a giant step forward in January when the Sausalito City Council voted unanimously to allow the tallship to be built on city property. The site allocated is next to the Bay Model.

If you just tuned in, the proposed *Galilee* is a 127-ft brigantine that the Call of the Sea organization plans to launch in 1991. The target year is no coincidence — it also marks the 100th anniversary of the launching of the original *Galilee* from a yard in Benicia. The "new" ship will be two-thirds the size of that original, and completely Coast Guard certified for Call of the Sea's mission: teaching local young people to sail. Their ongoing

## a court ruling

According to a wire service summary of tax news, in the process of moving from Florida to South Carolina an east coast couple deducted almost \$1,800 in moving expenses on their income tax returns for moving their 36-ft sailboat.

Our friends at the Internal Revenue Service denied the deduction on the grounds that the boat wasn't a personal effect subject



## — cont'd

\$38,000, a thousand dollars per degree of latitude.

What happens when a light displacement boat strikes such a log at speed? We don't know but would sure like to. Anybody have any experience?

## the month

more mystery. The very next morning after the *Mola Lu* incident, at 8:15, the outbound replica ship *Golden Hinde* and the inbound freighter *Meghan A* struck one another a glancing blow just outside the Golden Gate.

The Coast Guard reports that the damage was confined "to the area of the chainplates." Apparently unable to sail, *Hinde* continued under power to Half Moon Bay for repairs. From what we understand, it could have been much more serious if the bow wave from the bigger ship hadn't, in effect, pushed *Hinde* out of harm's way. To get the whole story, we contacted the ship's PR person only to be told, "At the moment, we have no comment."

We'll get our spies to work on both stories and hopefully have any details worth repeating in the next issue. So far, though, those spies are a long way from their large Swiss bank accounts and new identities. In fact, no one seems to know anything about a boat named *Mola Lu*.

## project

program (which now takes place on director Alan Olson's schooner *Maramel*) places special emphasis on inner city and disadvantaged kids who normally don't get to participate in such opportunities.

Olson says most of the \$1 million building cost for *Galilee* is expected to come from corporate donors. "This is the sort of thing everyone in the community can get behind, because it's such a worthwhile project. We already have over 100 artisans, shipwrights, apprentices and volunteers ready to roll up their sleeves and get started." No beginning date for construction has been set.

## in favor of boatowners

to the moving expense tax deduction.

The couple pursued the matter to Tax Court, however, where the IRS was overruled. According to the court, the deduction was appropriate because the couple "frequently used the boat and sometimes lived on it".

The case was Fogg, 89 TC 27 if anyone is interested in exploring it further.

## the geek is back! — cont'd

tion in the this year's 12-Meter Worlds in Sweden, as well as some advanced publicity for the Pacific Rim Cup.

"The what?" you ask. The Pacific Rim Cup is the brainchild of GGC director Bob Scott and Tom Blackaller. It is a proposed new series for 12 Meters, the first races of which will be held on San Francisco Bay in the summer of 1990.

"The whole America's Cup thing is in such a state of flux that nobody knows what's going to happen," says Scott. "What we're proposing with the Pacific Rim Cup is a truly fair competition among countries, many of which have new 12-Meter programs or want to get their existing ones going again." Chartered 12s will also be welcome.

Several syndicates have expressed interest, including a new one out of Hong Kong. Scott expects that as many as 25 boats could attend. The venue will be fleet racing until the top eight boats emerge, then quarter, semi and



LATITUDE SARAH

Back in the USA, 'the geek' is about to sail again

final-finals to determine a winner. Like the America's Cup, the winning country gets to hold the Cup and host the next race. The Pacific Rim Series will run every two years. (Ideally, says Scott, the 1990 event will run in conjunction with the Pacific Rim Conference, a high-powered international business conference that San Francisco is trying to get.)

In the meantime, *USA* (US 61), and possibly *USA* (US 49, or "E1") will be out and about the Bay strutting their stuff. It'll be good to have them back.



## support for the coasties

Frankly, we're surprised at the amount of support the Coast Guard has been receiving in the face of an impending \$100 million in cutbacks. Why? Because for every compliment we hear, there are five or six complaints. Upon hearing the news of a decreased Coast Guard presence, we figured the majority of boaters would smirk self-righteously and utter "Good riddance."

We're glad we're wrong. And we apologize for being a bit hasty in our judgment. It's easy to get cynical when people call or write with such vehemence that you'd think someone just murdered their whole family — and then you find out what they're pissed about is getting boarded for a safety inspection. Um, yeah, thanks for the call.

We're not saying the Coast Guard is perfect. They are human, they make mistakes. There have been incidents — many of them published on these pages — where some reincarnate General Patton (some might say Adolf Hitler) in the Coast Guard has screwed up royally and given the whole service a black mark. The record will show, though, that the majority of complaints we hear involve minor grievances. The majority of compliments involve the saving of valuable property and priceless lives. (See "Riders on the Storm" elsewhere in this issue.)

Personally speaking, we've been both boarded for inspection and rescued (towed) by the Coast Guard, and we have no reservations whatsoever in saying we're damn glad they're around.

Unfortunately, however, so are the budget cuts. Among effects now being felt: decreased patrols, decreased drug interdiction, fewer cutters to chase foreign poachers off our fishing grounds, personnel cutbacks and, yes, fewer safety inspections. More far reaching effects: the closing of stations throughout the country. In Northern California, both the Lake Tahoe and Mare Island stations are due to shut their doors permanently. Even people who don't care much about the aforementioned effects are upset about that.

Justifiably. Last year, the Mare Island station, which covers the North Bay and Delta area, assisted 772 people and saved 15 lives. Once it closes, the nearest station is Yerba Buena, a good hour away by water. The Lake Tahoe station assisted 473 boaters last year, and saved 31 lives. No one agency there has the resources to take its place.

One thing is for sure. Cutting back the already meager budget of the Coast Guard doesn't make any sense.

## the dirty bay — and a dirty deed done to it

According to the Bay Conservation and Development Commission (BCDC) 1987 annual report, San Francisco Bay faces little danger of running short of pollutants. The report states that on good days 580 million gallons of treated effluent are discharged into the Bay from 45 treatment plants. On bad days they pour millions of gallons of untreated sewage in the Bay. This doesn't include the treated water from industrial sources. Between 10/86 and 10/87, these goodies were augmented by 249 oil spills. Fortunately, 248 of the spills were under 1,000 gallons.

But do you ever wonder how much the BCDC misses? Consider the letter we received from Thunderbird sailors, Jim and Joyce, Regan, Vern and Steve:

"On the afternoon of January 9, we were doing some high speed fog-testing of sails at the mouth of the Oakland Inner Harbor. In the limited visibility, we heard the romantic foghorn of the *Sealand Marketer* announcing her departure.

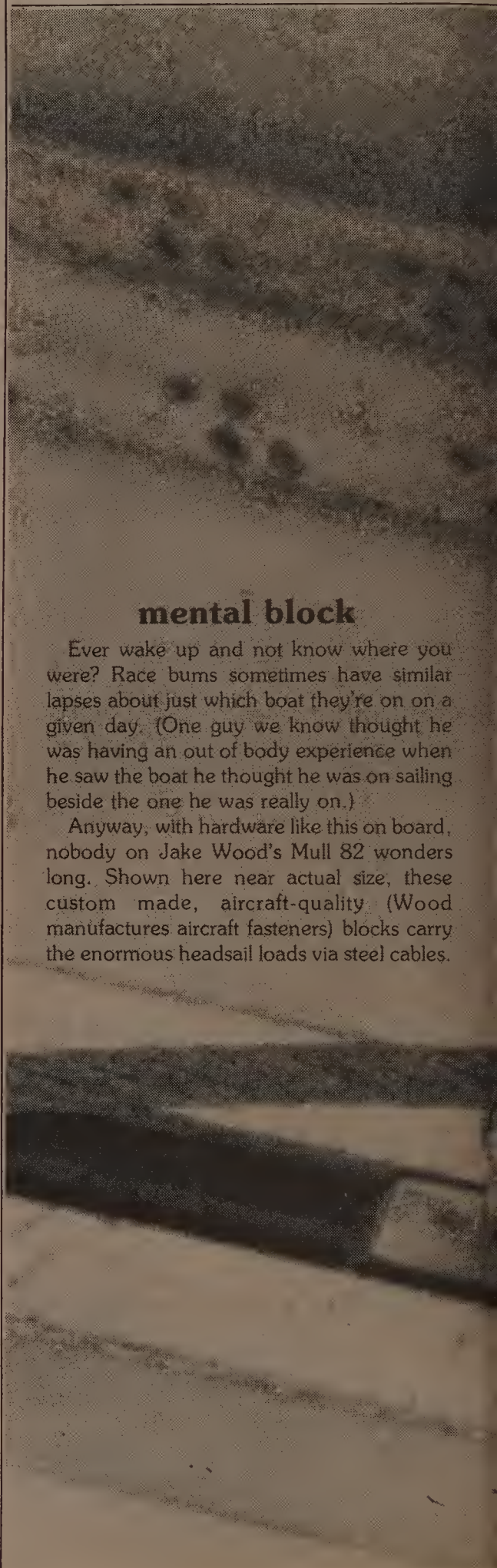
"But do you know what these ships do in the fog when you can't see? They blow their tubes — spewing black crud of nitrites, sulphites, sulphates and carbonaceous material into the air. As if that weren't bad enough, *Sealand Marketer* proceeded to discharge her CHT (bilge and holding) tanks into the still waters of the South Bay. We know, because as we sailed through the churning, still-dissipating effluent, we saw swirls of brown material and blisters of oil breaking the surface. Bleeach!

"Isn't this illegal? Doesn't anyone care? Where's the BCDC when we need them?"

## mental block

Ever wake up and not know where you were? Race bums sometimes have similar lapses about just which boat they're on on a given day. (One guy we know thought he was having an out of body experience when he saw the boat he thought he was on sailing beside the one he was really on.)

Anyway, with hardware like this on board, nobody on Jake Wood's Mull 82 wonders long. Shown here near actual size, these custom made, aircraft-quality (Wood manufactures aircraft fasteners) blocks carry the enormous headsail loads via steel cables.









# REJUVENATION OF

At last estimate, 75 wooden ships were thought to lie below the streets of San Francisco. Since a new one seems to be discovered every time they put in a parking meter, though, that number is bound to go up. They were buried there as land fill after being abandoned by gold seekers in the days

That's one way of looking at it. However, if you have more than a molecule of romance in your entire lineage, you might well look at the situation this way: though the

admired the woodies and the folks who own and work on them. Especially the latter. Possessing basically ten thumbs when it comes to doing anything more dexterous than opening a twist-top bottle, we've always harbored a great respect for people who can build things like houses and boats. After spending a few afternoons with the shipwrights hard at work restoring the 120-ft *Jacqueline* in Pt. Richmond, that respect has grown by leaps and bounds.

*Jacqueline* is the pride of developer Robert Poe, who brought her to the Bay from Europe two years ago. Ever since, the three-masted topsail schooner has been a common sight on the Bay, spreading her canvas to thrill guests and sightseers alike. When not sailing, she is the centerpiece of Poe's Marina Bay development, resting ma-



Flying about 3/4 of her 7,500 square feet of canvas, 'Jacqueline' scoots across the Bay on one of last summer's breezes.

of '49. That same gold rush put San Francisco on the map, transforming it from a sleepy, hide-trading post into one of the great shipping centers of the world. In the next 100 years, almost all the greatest sailing ships ever built stopped here at one time or another, and San Francisco became a huge center for shipbuilding and repair.

How times change. The only wood in to-

great wooden ships are all but gone, a dedicated fraternity of iron men carry on their tradition. We personally have always

Oof, grunt: a 'hot' plank gets muscled into place.

"Most surveyors simply don't know how to survey a boat like this."

day's world of fiberglass, aluminum and carbon fiber is the veneer on "interior accents". To build an entire boat out of the stuff — at least by the traditional plank on frame method — is unthinkable to most modern sailors. In fact, when you get right down to it, these days wooden boats and their owners are a definite minority, and are looked upon by their modern peers as just a little strange. The eccentrics, though, the *real* fringe element in this big picture called sailing are the hardcore people who still live and breath wooden ships.





# THE JACQUELINE

jestically in front of Hawthorne's Restaurant.

"San Francisco was founded by ships like this," says Poe. "Now there are no 'living' tallships left here. The *Californian* is a beautiful replica, but I felt the Bay really

fighters during World War II. To us, the most fascinating part of that history happened before she was even built.

**I**t took place at the Ring Anderson yard in Spenborg, Denmark in 1941. The Germans had occupied the country and now they came to Ring Anderson, the second generation yard manager, and told him they wanted the yard to build minesweepers for the fatherland. At that point, you could apparently refuse the Third Reich if you had a good reason. Anderson's was that he already had orders to build five sailing ships.

It was a bluff and the Germans called him on it. They demanded to know who ordered the ships, and he blurted out the name of a ship-owning friend of the family. The contingent of officers hopped in their staff car and headed over to check the story out.

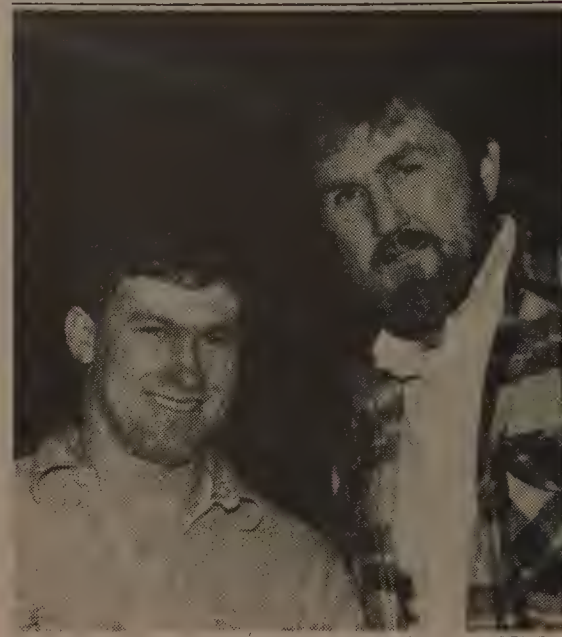
The shipowner lived on the next peninsula over, and while the Germans took the long road around, Anderson rowed furiously across the fjord. The story goes that he ran to the house, told the shipowner what was happening, and ran out the back door as the officers pulled up out front. "Why shoor," said the owner to his uniformed visitors, "I yoost ordered five new ships from the Anderson yard."

yard. The second one, completed in 1942, was *Talata*. She hauled cargo in the Baltic region until 1975, when she was converted to a yacht and renamed *Mercantic*. When Poe, her fourth owner, acquired the ship, he named it in honor of his wife. *Jacqueline*

"Why shoor," he said.  
I yoost ordered  
five new ships . . .

needed its own 'living' tallship. Not a museum piece, but an authentic working ship that could still sail around the world on a few weeks' notice."

*Jacqueline's* new mission is but the latest chapter in a colorful history, which among other things includes being strafed by night



Above, Eric Ashford and Scott Clucas. Below, checking steam-box pressure.

arrived on the Bay in April of 1985.

**A**rriving in the Bay about the same time were two partners, shipwrights Eric Ashford



The Germans apparently got their minesweepers built somewhere else, because they never bothered Anderson again. The shipowner made good on his claim, ordering two ships from the famous

and Scott Clucas. They were visiting from Seattle, now the center of traditional boat-building on the west coast. They'd come down to see one boat, fell in love with another, and have been hard at work trying

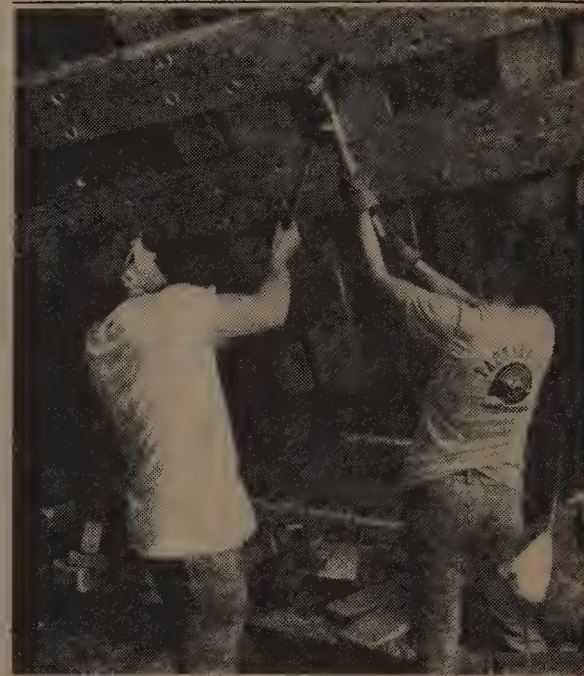
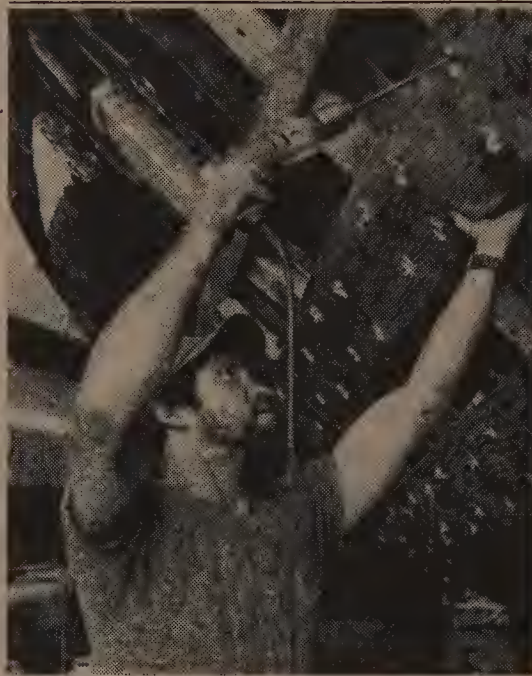


# REJUVENATION OF

to support themselves and restore the 68-ft English cutter *Aeolis* ever since.

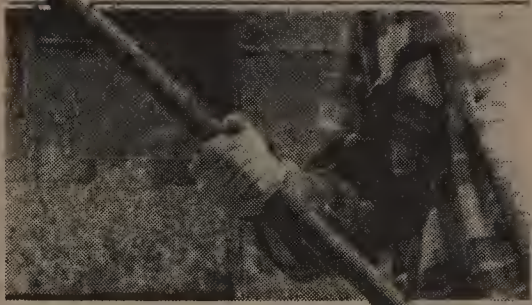
But *Aeolis* is another story. To support their habit, they started Cutters Quality

ALL PHOTOS LATITUDE 38/JR



Woods and Boatbuilding, now headquartered in Richmond next to Cal Coast Marine. Cutters procures boatbuilding woods for local shipwrights. Scott and Eric also seek out and and repair wooden boats in the traditional manner.

The old ship and the new businessmen came together last December. The ship was out of the water for a bottom job and owner Poe wanted her checked over by experienced shipwrights before she went back in. In Europe, the ship had passed survey with a clean slate, but that didn't mean much to Eric and Scott. "Most surveyors simply don't know how to survey a boat like this," says the latter. One of the first things they did was drill a sample core out of the stem.



One of the old stem bolts.

They might as well have been drilling the lock off Pandora's box. The core revealed that the stem was rotten all the way through, and needed to be replaced. That meant unrigging, among other things, the 40-ft bowsprit.

Poe okayed the work, and set a deadline.

Above left, Eric planes the stem to shape. Above, Joey drills pilot holes for spikes. Above right, John Henry could have made a good living building ships.

He wanted the ship back in the water by the end of February. As chisels rang and dumpsters filled with the black, spongy pulp that dry rot turns wood into, the bad dream became every wooden boat owner's nightmare.

Each of the 1,500 spikes must be hand-driven with a sledge hammer.

"The rot had spread to frames and planking," says Scott. "The stem, frames and planking are all oak, which is a common and very good boatbuilding wood in Europe. Unfortunately, oak is very prone to rot, and when it starts, it spreads like a cancer — very fast, and to anything it touches." In all, 42 rotten planks also had to be removed, leaving *Jacqueline's* buxom bow exposed like the half-skinned skeleton of some huge beast. Poe swallowed hard as the original estimate increased once, twice, three times and more to cover the newly discovered damage. But once again he swallowed hard

and gave the nod for a go-ahead. The end of February was still the target relaunch date.

"The hardest part then was finding some





# THE JACQUELINE

competent help," says Scott. "We weren't looking for guys who put cabinets in boats, we needed shipwrights — shipwrights that do the job right, because you don't cut corners in this business." One problem was that few shipwrights in the area, even experienced ones, had ever worked on this large a scale. Others were busy at other jobs. In the end, though, Scott and Eric assembled a crack crew by "borrowing" shipwrights from various yards or finding reliable independents. Among those contributing their talents to the *Jacqueline* rebuild are Joey Gelbrand, John Burns, Cos Loustalot, Whitney Mac Donald, Dan Jones and *Jacqueline's* full-time BMW, Chris "Tarbrush" Jannini.

All the replacement wood — clear-grain, old-growth fir — came from Oregon. Fir was used instead of oak for a couple of reasons. One is that good oak is hard to find in this country (the best comes from back



Above, John Burns takes small measurements from massive frames. Below, 'Jacqueline's' drydock is an old tanker with the bow and stern removed.

east), and it's prohibitively expensive. Secondly, fir is easier to work with and more rot resistant.

As soon as the wood arrived, the sawdust started flying. Once all the bad wood was removed and the old fasteners taken out or cut off flush, the 4-piece, 3-ton stem was shaped and fastened into place with iron bolts the size of car axles. Frames and the partial frames were shaped and installed

The 3-ton stem was fastened into place with bolts the size of car axles.

next. And then came the planking.

Steam bending is as old as shipbuilding. Pagan fiberglassites that we are, we'd seen it done a time or two — but again, never on this scale.

(To Eric, it was old hat. Though only 25 years old, he has the blood of seven generations of shipwrights running through his veins. He was born on a sailing ship and has grown up around shipyards and ships. His father Curt, a well-known shipwright in his own right, has done work on many famous ships, including the Maritime Museum's *Thayer*, and one of the many *Bounty*





# REJUVENATION OF HE JACQUELINE



replicas. Which one? Well, let's put it this way — one of the guys who used to drop by to watch the progress and hoist a few with Curt was Marlon Brando.)

Outwardly, the process of planking is fairly simple. The plank is roughed into shape using battens and patterns taken from the spot it will go. The plank then goes into the steam box. There it "cooks" for three to four hours — the rule is an hour per inch of thickness — in steam hot enough to give you third degree burns from the briefest contact. The steam gets into the pores of the wood and imparts a temporary elasticity to the wood. That's when you have to work with it. Once it dries out, it then retains the complex

Above, 'Jacqueline' in Marina Bay. Right, tools — and sawdust and wood chips — of the trade.

curve of the hull.

When the plank emerges from the steamer, the crew has to work quickly. The forward end of the hot plank is fitted into place and attached to the stem with 9-inch galvanized iron ships spikes. Then, by a combination of hydraulic jacks (courtesy of the local fire department), wooden wedges, and lots of muscle and sweat, the plank gets horsed into position. The final step before spiking it in place is to cut the after end off flush, so it butts perfectly to the next plank.

Then, while the still-hot plank is held in place with shores and wedges, holes get

drilled and the sweat really starts flowing. Each plank takes two to three spikes at each frame (five in the stem), and each spike must be hand driven with a sledge hammer. It will take 1,500 spikes to complete the job. No wonder most of these guys look like weight lifters.

The process is more time consuming than it sounds: The crew averages three or four planks in a (also average) 12 to 14-hour day. Remember, we're not talking 1 x 2's here. The majority of planks are 3-1/4 inches thick, a foot wide and 18 to 28 feet long. The largest single pieces in the reconstruction are the garboard planks, the "bottom" planks which butt up to the keel. Each of those is 3-3/4 inches thick, 14 inches wide and 42 feet long. And when it's all said and done and the plank dries out, if a stress crack appears at a weak point, you have to tear the plank off and start all over again.

Of course, there's plenty of work to do after the planking, too. The big stuff is reattaching the bowsprit, rigging, fittings and so on. Less demanding but just as necessary is pounding caulking cotton into the plank seams, followed by caulking tar and, finally, a few good coats of paint.

As we said, it was all due to come together the day this issue hits the streets. After that, the reborn *Jacqueline* will be back at her per-



manent berth in front of Hawthorne's Restaurant in Marina Bay. (Poe is working on opening the ship to the public when it's docked; for now, admirers must do so from the dock or restaurant.)

That is, *Jacqueline* will be tied up there when not out sailing, which she does a lot. After all, this is a *working* ship.

— latitude — jr



# Patagonia® Force II Jacket

The Force II Jacket is designed for those who sail with the same philosophy we do: postpone donning foul weather gear until the last possible minute.

*The new jacket keeps you dry and warm in mild to cold conditions, withstands spray, drizzle and wind to 15 knots or more, and layers well with foul weather gear when extremes prevail.*

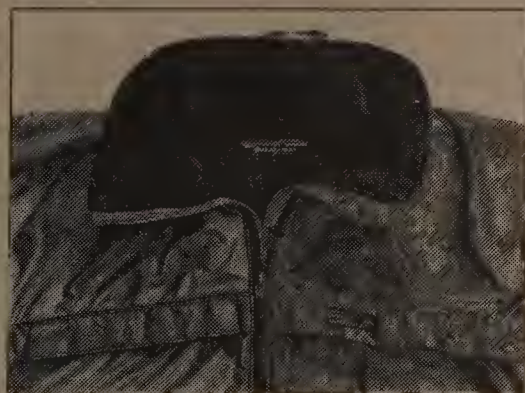
The jacket's shell is made of VersaTech\*, an extremely tightly woven polyester fabric, water-resistant due to its dense weaving and high thread count. Unlike many fabrics that lose their water-resistance with laundering, VersaTech actually becomes denser and more water-resistant every time it's washed. (It doesn't feel like polyester; it feels very soft.) The Force II is lined in Midweight Capilene®, the same fabric Patagonia uses for its underwear. Capilene wicks moisture off the skin so you remain dry even when grinding winches. The waist and cuffs are made of neoprene, making a watertight and tenacious seal. These seals have proven to be excellent at keeping underlayers dry. The Force II has proven itself in the windy conditions of the San Francisco Bay; and the changeable weather of the Los Angeles to Cabo San Lucas Race. For those who prefer to put on their foul weather gear only when they must, this jacket should be the perfect solution. The Force II Jacket is available exclusively from Patagonia.



The neoprene bill provides protection from both sun and spray.

The inside of the collar is made of Synchronilla® Pile, which is both quick-drying and soft.

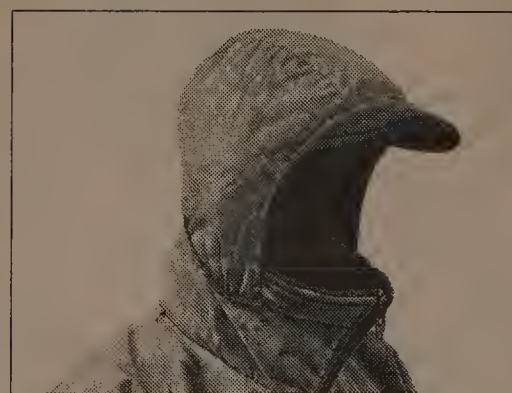
Watertight neoprene cuffs and waistband.



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# MEANDER TO

Back in 1866, five of the fastest British clipper ships — the sleds of their day — raced each other home to London from Foochow, China, loaded down with the first of the seasons' tea crop. The famous Tea Clipper Race, as it became known, lives on



LATITUDE ROB

Long and lean, the big Mac 'Joss' took a nickle in class and a nickle in fleet.

in history not so much because the 770 ton winner, *Taeping*, set a course record that still stands, but because the finish times were so close. After 99 days and 16,000 miles, the first three boats — *Taeping*, *Ariel*, and *Serica* — sailed up the Thames on the same tide and docked within two hours of each other. We'd bet the ranch that there was one hell of a party on the London docks after that historic finish.

We've been witness to some close finishes in modern ocean races too, such as last year's Puerto Vallarta Race when *Citius* finished 20 seconds ahead of *Prima* and less than three minutes ahead of *Sorcery* and *Christine*. But there's probably never been a closer, more exciting finish to an ocean race than this year's San Diego to Manzanillo Race, even if the three boats involved weren't in contention for any pickle dishes.

Seven days, three-and-a-half hours and 1,110 rhumbline miles after they started on February 6, three ULDB sleds — Les

Crouch's new red aluminum N/M 68 *Maverick*, Roy Disney's N/M 68 *Pyewacket*, and the chartered Peterson 66 *Cheetah* — crossed the finish line off the Las Hadas resort virtually overlapped. They'd sailed next to each other for 24 hours ("it looked like one long three-masted boat," said Steve Taft, who was several miles behind on *Mongoose*), and the order had changed several times. In a nailbiter finish, *Maverick* turned the corner by the breakwater first,

beating *Cheetah* over the line by 7 seconds, followed 16 seconds later by *Pyewacket*. "We were farther apart at the start than at the finish," laughed San Diego sailmaker Scot Tempesta, a driver on *Maverick*.

The race itself was rather uneventful. Winds were light but steady for most of the race; the highest wind any boat reported was

Below: the Santa Cruz 50 'Allure' spinnaker reacher.

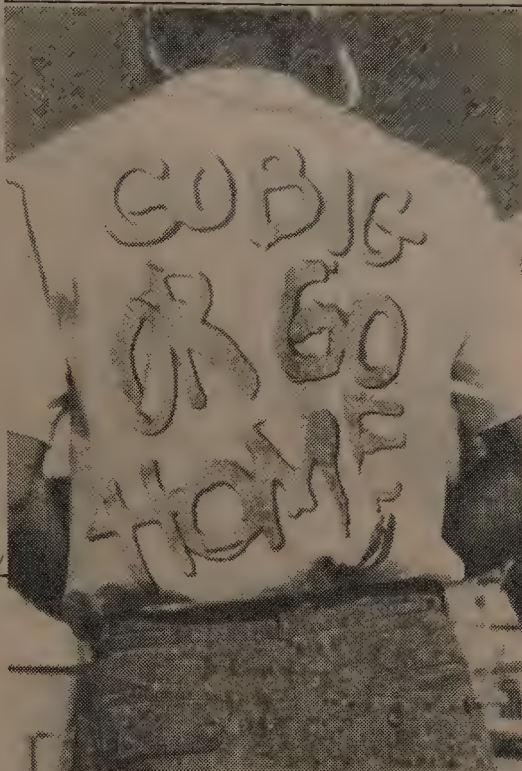
LATITUDE ROB





# MANZANILLO

20 knots. That was fun while it lasted — which wasn't long — but it wasn't enough for wild surfing, hairy broaches, gear failure, and all the good stories that come with those kind of conditions. No one came close to beating *Sorcery's* 1986 record of 17 seconds short of six days. "It was a pretty slow trip, a standard Mexican race," said *Maverick's* Scott Vogel, "but the sprint to the finish made it all worthwhile!" Ironically, memories of the close finish are all that crewmembers



LATITUDE/ROB

Above; after getting a late start from the race committee, 'Merlin' went home rather than big.

on that trio of sleds took home, for the mariachi band — which greets each boat with music and *coco locos* — had already done their thing three times.

*Citius*, under charter to Nick and Bob Frazee of the host San Diego YC, did it again, finishing at 10:53 on the morning of Saturday, February 13, to claim the hat-trick: first to finish, first in IOR A, and first overall. Four hours later, the rest of the fleet came headstay reaching into the finish on a fresh 15 knot afternoon breeze. Second was Pat Farrah's *Blondie*; third went to Bob Doughty's chartered *Kathmandu*. Fifteen out





# MEANDER TO

of the 29 boats in the fleet — twelve 70 rater ULDB's, *Sorcery*, *Merlin*, and *Joss* — had the potential to finish first, but in the end it was these original three "older" SC 70's that grabbed all the marbles.

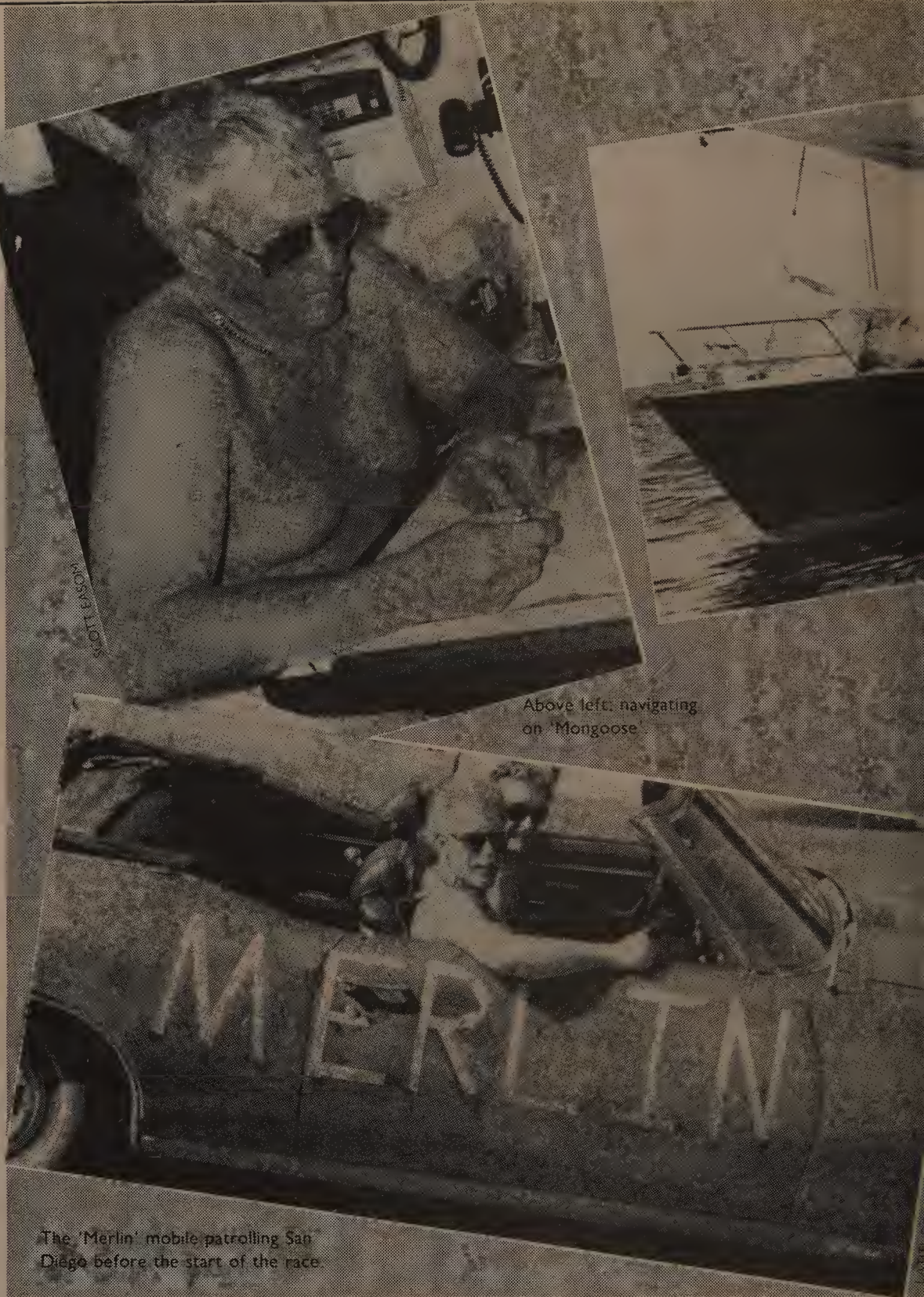
As if the 70 sweep wasn't enough to put a smile on designer and builder Bill Lee's face, *Deception*, the newest (hull #29) SC 50, won the IOR B group and another SC 50, *Roller Coaster*, followed by three more Northern California sistership 50's, cleaned up PHRF B. The only class that a Lee yacht didn't win was PHRF A, but then again no one else's design won that group. The lone entry, the venerable Lee 67 *Merlin*, dropped out in the slow going and motored into Manzanillo for the party.

Was Bill Lee pleased with his yachts' performance? (Does King Kong like big bananas?) "Of course!" beamed the wizard of Santa Cruz, who then repeated his mantra: "Fast is fun!"

This was the seventh biennial San Diego to Manzanillo Race, which at 1,110 miles is the longest of the five Mexican distance races. (The others are the Puerto Vallarta Race and the three different Cabo races.) From 1951 through 1974, San Diego Yacht Club ran the race down to Acapulco. In those heavy metal, pre-sled days, it wasn't unusual for the smaller boats to take 15 to 18 days to finish. The slowest and most frustrating part of the course — the last 300 miles — was eliminated beginning with the 1976 race, which ended at the then new resort of Las Hadas.

Las Hadas, the scene of Bo Derek's escapades in the movie "10", continues to be one of the most popular destinations on the Mexican circuit. The complexion of the competition, however, has changed dramatically. What was formerly considered a beer drinking crapshoot on the LPYRA (Low Pressure Yacht Racing Association) schedule, began changing in 1984. That year's race saw the beginning of modern sledding in Mexican racing, as the Frazees, sailing their erstwhile sled *Swiftsure III*, beat *Saga*, *Merlin*, and five SC 50's for overall honors in a 41-boat fleet. That was also the year Dennis Conner came in second overall — he pushed his N/M 41 *Reliance* incredibly hard, including one sleepless evening that was said to involve 62 jibes.

This year's race, which featured PHRF divisions for the first time, attracted a hot group of sleds, both 70 raters and mini-sleds (SC 50's and a N/M 55, *Lone Star*), and a smattering of mature IOR boats. The maxi sleds were essentially racing one-design;



Above left: navigating on 'Mongoose'

The 'Merlin' mobile patrolling San Diego before the start of the race

while among the 50's, only *Allure*, with her big pole set-up, had to give away much time (18 seconds a mile) to her sisterships. Suffice it to say that the LPYRA era of Mexican racing was a thing of the past as the small but high octane fleet assembled on the sunny and smoggy morning of Saturday, February 6, for the noon start off San Diego.

It was only blowing four knots at the start, but the fleet nevertheless managed to get off with a bang. *Sorcery*, towering over the fleet like an aircraft carrier among a pack of PT boats, brought a bunch of boats up right before the gun — a perfectly legal tactic

which left a lot of boats looking for somewhere to go. Roark Ludwig's J/35 *Smaug*, by far the smallest boat in the fleet, appeared to be getting away with a perfect start until she got hit from behind and pushed about 15 feet by *Barracuda*. Somehow during the tight maneuvering the Ed Lorence-driven *Barracuda* struck the committee boat a glancing blow and had to circle back in the light air and restart. Protest flags went up, but in the end it was a moot issue: *Smaug* dropped out in the light going and motored into Cabo. *Barracuda* ended up last in class.

The fleet spread out almost immediately after the start — some boats took the inshore rhumbline route down the coast, hoping to catch Santa Ana generated northeasterlies.



# MANZANILLO



The newest N/M 68, Les Crouch's 'Maverick'



Above: Tres Amigos set the rhythm for the race.



'Swiftsure' had dual headlights, but they weren't enough.



Right: A woman's place is behind the wheel of a maxi sled.

shouldn't do anything to dampen his enthusiasm.

*Blondie* pulled off the comeback of the race by sailing out and around the fleet on the approach to Manzanillo. The winds on the inside were more fickle: *Blondie* gained 50 miles and pulled herself from eighth to second with that clever move. This is the second Mexican race where the *Blondie* bunch has pulled a rabbit out of their hat at the finish — in the last Cabo race Pat Farrah and his talented crew piloted their other sled, *Ragtime*, inside everyone from Mag Bay down to claim another second place.

*Kathmandu*, whose new Japanese owner chartered the boat to California YC's Bob Doughty through May's Cal Cup, also sailed consistently near the top to finish third. It's the best showing yet for Doughty — who seems to be making a habit of chartering sleds — and his Marina del Rey buddies. Interestingly, the navigators on both the first and third place boats were women: former 12-Meter navigator Christie Steinman Crawford was aboard *Citius*, while computer whiz Peggy Redler handled the navigation chores on *Kathmandu*.

*Cheetah* corrected out fourth, proving yet again that the only Doug Peterson sled in existence is plenty fast in light going despite being relatively shorter (66 feet) than the newer 70 raters. She's now co-owned by Dick Pennington and his new partner, Phil Murray, former owner of the N/M 55 *Frantastic*. *Pyewacket* was fifth in spite of losing both Roy Disney Sr. and Jr. the night before the race due to a death in the family.

Les Crouch's new *Maverick* looked good in her "shakedown cruise": she might have done a little better if they'd known where they were during the race. Apparently the luxury-craving crew overloaded the electrical system with amenities — a freezer for their chocolate mousse, an ice maker, fresh water shower pumps, and more — and sent a power surge into the SatNav which knocked it out for the duration. "We took turns pretending we knew how to use the sextant, but in the end we navigated by staying in sight of the other boats," confessed *Tempesta*. The red sled should only improve: the crew claims that the aluminum hull doesn't bend up at all when the backstay's maxed out. With hardly any headstay sag, *Maverick* should prove to be a terror around the cans.

Others headed out to sea looking for the stronger weather-system generated north-westerlies. Which side of the Coronado Islands a boat played was just the first of many tactical decisions the fleet faced: ironically, going between them was said to be the best route this year. From there, it was a 1/2 ounce and occasionally a 3/4 ounce spinnaker run between the "gates" where the fleet would converge again: Cedros, Lazaro, the Cape at Cabo, and finally the finish in Manzanillo.

Jake Wood's *Sorcery* waterlined away from the fleet to lead in the early going, then *Cheetah*, under charter to a group from the Los Angeles YC headed by Sandy Martin,

was out front for a few days. *Citius*, which had been the inside boat at each point, lived up to her name (it was taken from one of the five Olympic rings and means "faster" in Latin) by taking the lead at Cabo. They cut close to the Cape, taking the lead and leaving the fleet gagging on their exhaust fumes. The plan on *Citius* was to stay 30 miles off the Baja Coast — fortunately that put them relatively far inside the fleet, which turned out to be the way to go this time. Charterer Nick Frazee — who won just about everything he entered when *Swiftsure III* was new — is rumored to be contemplating jumping back into the sled game; this victory

While the maxi's were having their fun at the front of the fleet, everyone else faded back, ultimately falling into what Mark Rudiger, navigator on *Hana Ho* dubbed the



# MEANDER TO MANZANILLO

"Guacamole Triangle". The wind came from every point of the compass and died entirely for some boats; as mainsails slatted and speedos flashed the dreaded double goose eggs, many sailors went swimming and fishing to amuse themselves.

After beating upwind for a day making about one knot of VMG, *Merlin*, theoretically the fastest boat in the fleet, packed it in and motored 320 miles to Manzanillo for the party. This boat was literally in a class by itself — PHRF A — and Roger Wales and his fellow charterers didn't feel like drifting around in the Gulf to collect a meaningless class trophy while their paid-up rooms at Las Hadas were going to waste. Who could blame them? Besides, the crew had the flu, their beer supply was dwindling, and they were still upset about not being allowed to start with the rest of the fleet.

Because she was in her big kite "turbo mode" ("go big or go home", as their crew shirts said), they were made to start alone, three hours after the fleet. According to Dave Hodges, "We got stuck at the Cor-



When the wind got light, the crew cleaned fish on 'Hanna Ho's transom sloop.

onados the first night when the wind died, and were never able to catch up. We ended up 150 miles behind because of it. We weren't pleased with starting after everyone, but who would have expected it to be *that* bad?"

In IOR B, the SC 50 David Meginnity's new light blue *Deception* finished early the

## 1988 SAN DIEGO—MANZANILLO RACE RESULTS

Class	Overall	Boat	Type	Owner	Yacht Club	Finish
<b>IOR Class A</b>						
1	1	<i>Citrus</i>	SC 70	Nick & Bob Frazee	SDYC	156.491
2	2	<i>Blondie</i>	SC 70	Pat Farrah	LBYC	159.875
3	3	<i>Kathmandu</i>	SC 70	Robert Doughty	CYC	160.105
4	5	<i>Cheetah</i>	Peterson 66	Sandy Marlin	LAYC	160.361
5	6	<i>Pyewacket</i>	N/M 68	Roy Disney	LAYC	160.949
6	7	<i>Maverick</i>	N/M 68	Les Crouch	SDYC	161.011
7	8	<i>Swiftsure III</i>	N/M 68	Fletcher/Lingenfelder	SDYC	161.847
8	9	<i>Mongoose</i>	SC 70	Paul Simonsen	SIFYC	162.122
9	10	<i>Hotel California</i>	SC 70	John Wintersteen III	CYC	162.169
10	11	<i>Pandemonium</i>	N/M 66	Monroe Wingate	SIFYC	162.231
11	12	<i>Sorcery</i>	Mull 82	Jake Wood	PMYC	162.348
12	14	<i>Puma</i>	N/M 68	R. Jarecki/A. Benson	LAYC	163.302
13	16	<i>Barracuda*</i>	N/M 68	Mitch Rouse	CYC	165.273
<b>IOR Class B</b>						
1	4	<i>Deception</i>	SC 50	David Meginnity	CYC	160.452
2	13	<i>Jano</i>	Frers 43	Mike & Robert Kahn	CalYC	162.937
3	15	<i>Tomahawk</i>	Frers 51	John Arens	BYC	163.728
4	11	<i>Lone Star II</i>	N/M 55	Burton Benjamin	SWYC	170.348
5	18	<i>Eclipse</i>	N/M 43	Bill Bannasch	SDYC	171.789
6	19	<i>Ms. Blu</i>	Frers 54	Harry Thomasen	BYC	172.494
7	20	<i>Aleta</i>	Peterson 46	Warren Hancock	NHYC	178.086
		<i>Smaug</i>	J/35	Roark Ludwig	SDYC	WD
<b>PHRF Class A</b>						
		<i>Merlin</i>	Lee 67	Wales/Wilson/Murray	EYC	WD
<b>PHRF Class B</b>						
1	1	<i>Roller Coaster</i>	SC 50	J. Fraser/K. Burnap	SCYC	178.152
2	2	<i>Allure</i>	SC 50	Chuck Jacobson	MPYC	183.133
3	3	<i>Octavia</i>	SC 50	Stewart Kett	SCYC	185.811
4	4	<i>Hanna Ho</i>	SC 50	Rolie Croker	SIFYC	189.853
5	5	<i>Joss</i>	MacGregor 65	Rich & Camille Daniels	LBYC	193.476
6	6	<i>Pericus</i>	Centurion 47	John Williamson II	LYC	208.513
7	7	<i>Illusion**</i>	Peterson 44	David Fell	LBYC	N/A

\*Includes 1 1/2 hours penalty resulting from protest at start  
\*\**Illusion* expected to arrive

following Sunday morning to win her maiden distance race, beating two IOR boats — Michael and Robert Kahn's Frers 43 *Jano*, which had Lowell North aboard, and John Arens' Frers 51 *Tomahawk*. *Deception*'s a tricked out boat along the lines of the successful Monterey-based 50 *Earl of Mar*: she was built with more attention to the IOR rule than the standard 50's. There was some grumbling before the start about *Deception* not joining her four sisterships in PHRF, but as it turns out that may have been a good decision. She was supposedly noticeably faster whenever she lined up next to any of the other SC 50's, and she did beat her old sisters in by a healthy margin.

The 50's ended up beating upwind and close reaching with three days left in the race. Then they were becalmed for half a day, which was the final blow to their chances of correcting out well in the overall standings. *Roller Coaster*, John Fraser and Ken Burnap's ten year old Santa Cruz-based SC 50, came in first in PHRF. Scott Pine and most of the TransPac crew from his Olson 40 *Notorious* were aboard. "I think we kept the

boat moving well and played the jibe angles a little better than the rest of the pack," was how Pine summed up their victory.

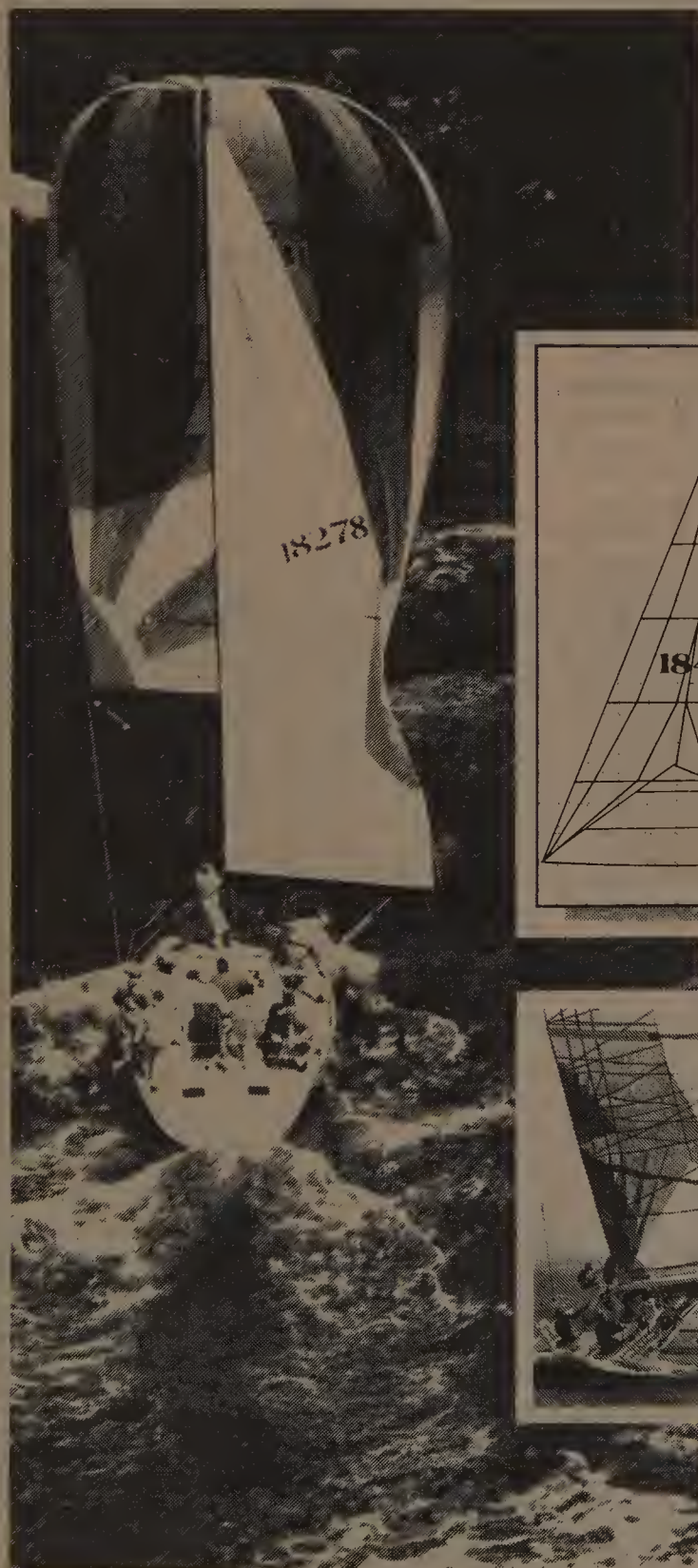
The wind shut down again, as it does most nights along Mexico's Gold Coast, after the 50's finished. For the few boats still left on the race course it must have been a bummer knowing that the sled crews had long since parted, recovered, and in many cases had flown home already. The last boat, David Fell's Peterson 44 *Illusion*, still hadn't finished as of Tuesday night, over ten days after the race began. For all we know she's still drifting around in the "Guacamole Triangle".

So another Manzanillo Race — not the fastest or the slowest, just a straight-forward south of the border run — fades into pleasant memory. Down the road, if this race is remembered at all, it'll be referred to as the year of the SC 70 sweep and the closest finish ever. At the Las Hadas poolside bar, the conversation had already turned to the next stop on the Cervesa Circuit: MEXORC, which began on February 20.

— latitude — rkm



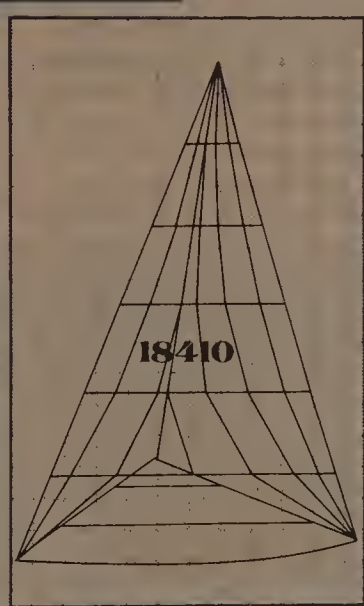
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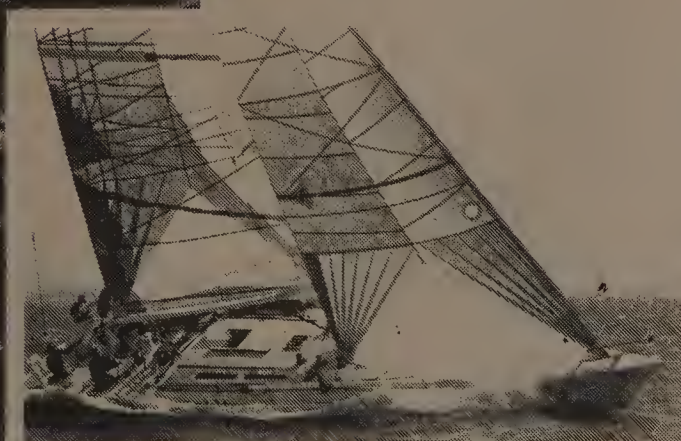
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Finally, the days are beginning to get long enough so that it's possible to stop off at the boat after work, unlock the dock box, take out the tools, and actually have enough daylight left to get something useful accomplished. Which is a good thing, because the first big regatta of the year caught me with a very long list of projects that I fully intended to have done before the season started, and with a very short period of time to finish them in.

"Love to join you, Lee, but I'm afraid I have far too much work to finish down here. Still need to do the traveler car, re-tape the turnbuckles, and fix one of those broken cleats you were complaining about during that last midwinter race."

"And did you remember the headsail pre-feeder?"

while."

I let the suggestion pass.

"Lee, tell me if the knotmeter reads anything," I said as I twisted the transducer cable coupling together, then spun the paddle-wheel on the transducer.

"Goose-eggs, Max."

"How about now?"

I wiggled the coupling some more and spun the transducer paddle again. Still no reading. So I turned off the flashlight, extracted myself from the compartment I had been jammed into, and re-entered the world of the right-side-up.

"I guess we'll also have to survive one more race without a knotmeter," I said.

"The steam gauge isn't all that important on a boat like this, Max. What I'm worried about is, like, when are you going to make lunch?"

"This time it'll be a trip to the deli, Lee."

"You mean no lobster salad sandwiches? No fresh-baked chocolate-chip cookies?"

Lee was acting as if she was one of my

"The steam gauge isn't all that important... what I'm worried about is, like, when are you going to make lunch?"

So the evening before the race found me working on the boat long after sunset, down in the bilge with a flashlight attempting to trace a suspected break in the knotmeter transducer cable. I had already overhauled two of my most recalcitrant winches and strung new lines for the foreguy and topping lift. Not really my idea of fun, but tolerably satisfying once you get into it.

I had just sprayed some contact cleaner on one of the connectors when I sensed approaching footsteps on the dock. Lying on my back in one of the least accessible corners of the boat, I could feel the footsteps transmitting vibrations into the hull as much as I could hear them approach. The steps were accompanied by a wirey clicking sound, which I was able to identify as a bicycle freewheel. They hove up to a stop in front of my boat's slip.

"Max, are you down there?" hailed a female voice.

I had been expecting one of my crew to show up to help with some of the chores. But instead it was — who else — Lee Helm, undoubtedly here to kibitz, criticize, and most likely totally confuse me about something I thought I already understood.

"Hello, Lee," I answered from inside the depths of my boat's joinerwork. "What brings you down to the marina this evening?"

I heard the bicycle clicking sound again as she rolled it a few feet over to where it could lean against a dock box, and then felt the boat lurch as she climbed on.

"They're having a racing rules seminar up at the yacht club, Max," she explained, "but like, it doesn't start for another half hour. You going to be there?"

"Damn! I knew there was something I forgot to buy at the chandlery during lunch hour today. I guess we'll have to survive just one more race without it."

"Max, your problem is you've been too far from the pointy end for too long! They should make you do foredeck once in a

Leg	Compass Course	Background Range	Stern Bearing Range
F-8	215	2° right of Alcatraz	Pt. Isabel
8-E	064	2° right of Skates	Yellow Bluff
E-G	315	End of Long Wharf	W. end of E. span of Bay Bridge
G-24	221	Point Blunt	10° right of Brooks Island
F-12	235	Yellow Bluff	1° right of race track
(BLUNT)	240	5° right of Yellow Bluff	Campanile
12-7	088	3° right of left end of T.I.	S. end of Sausalito waterfront
7-G	003	Between gas tank and Brooks Island	2° right of Coit Tower
G-8	194	4° left of Alcatraz	5° left of Brooks Island
8-G	014	5° left of Brooks Island	4° left of Alcatraz
F-SH	301	5° right of San Quentin	E. end of Bay Bridge
SH-7	162	Ferry Building	Right end of Richmond Bridge
7-E	035	Albany Hill	Marina Green
E-24	277	2° right of N. end of Angel Island	Emeryville Peninsula
SH-12	190	5° right of Alcatraz	2° left of gas tank
(BLUNT)	240	5° right of Yellow Bluff	Berkeley N. Waterfront Park
SH-12	233	2° right of Peninsula Point	1° left of Brooks Island
(RACON)	181	Crissy Field C.G. Station	1° left of Bluff Pt.
F-7	193	7° right of Coit Tower	Brooks Island
7-12	268	S. end of Sausalito waterfront	3° right of left end of T.I.
12-8	067	3° right of Campanile	3° right of yellow bluff
8-T	037	5° left of Albany Hill	2° right of Alcatraz
T-F	225	South Tower of G.G.B.	Flemming Point
G-7	183	2° right of Coit Tower	Between gas tank and Brooks Island
7-T	019	7° right of Brooks Island	Fisherman's Wharf
7-SH	342	Right end of Richmond Bridge	Ferry Building
SH-G	097	Ashby Ave. overpass	Paradise Cay
G-F	158	Treasure Island	5° left of gas tank
F-25	296	1° right of San Quentin	E. end of E. approach to Bay Bridge
25-12	163	West side of Hospital Cove	2° left of Red Rock
(RACON)	166	2° left of Fort Point	Castro Pt.
	181	Crissy Field C.G. Station	1° left of Bluff Pt.
E-F	292	San Quentin	E. end of E. approach to Bay Bridge
F-TI	147	Naval Air Station entrance buoys	3° left of Pt. Richmond
TI-12	283	1° left of Sausalito YC	Naval Air Station inner basin



regular crew — not missing an opportunity to give me a hard time. Actually she would be racing the next day on another boat, considerably more competitive than mine.

"Don't worry," I reassured her. "There's a very expensive yuppie-style sandwich and gourmet store I know that opens early on Saturday mornings. Far be it from me to make my crew suffer through a two-race day without their duck liver pate and dark chocolate truffles."

"That's good," she said. "The food budget should be at least comparable to the sail budget."

That last remark prompted me to do some quick calculations in my head.

"If you really expect to hold on to good crew," she continued, "then you have to be prepared to feed them like royalty. And like, in the long run it ends up being the most cost effective way to get more speed out of your boat anyway."

Meanwhile the results of my mental arithmetic were in.

"I don't know, Lee. If I spent as much money on food as on new sails . . ."

#### Waypoint

Pt. Blunt

3 m E. of #8

25 m W. of #14

1 m W. of #24

.05 m W. of #8

3 m E. of F

Pt. Blunt

Pt. Campbell

Pt. Stuart

2 m S. of Pt. Blunt Buoy

1 m S. of F

3 m E. of #8

2 m E. of F

1 m W. of #24

.05 m W. of #8

1 m W. of SH Shoal

Bluff Pt.

Pt. Stuart

5 m W. of Berkeley Pier

2 m N. of Blossom Rock

15 m N. of Alcatraz

15 m N. of Harding Rock

"Okay, okay. For sure. I mean, remember I'm a starving graduate student."

"Let's see, what's next," I thought out loud as I scanned the list on the chart table. "Halyard tails to whip (a more difficult job than you'd think with kevlar halyards), shackles that need new lanyards, a stuck quick-release fitting in the hiking stick . . . at least I don't have to make up new course sheets — the ones from last year are still right here in the chart table, and nearly all the courses are similar this year."

Lee took a look at my pre-plotted courses, which I was actually rather proud of. I had made a reduced chart of the central bay, with a clear plastic overlay for each possible course. Each overlay had a little full-color picture of the corresponding code flag attached to it, and the course distance with our time allowance. There was also a table showing the compass course and distance for each leg.

"That's nice to have," she allowed, "but you know you really left off all the most important information."

"What do you mean, Lee? What could be more important than course and distance?"

"The most important piece of data to have when you're rounding a mark isn't necessarily the compass course of the next leg. When I play tactician, I usually give the background range first, so the skipper doesn't have to look down at the compass."

"What do you mean by a background range?"

"It's like, when we bear off around the

can see what the ranges are going to be."

"Except it won't work with most of the legs on your chart, Max, because you cut off everything except the central bay. Your chart cuts off the big gas tank, the clock tower on the university campus, Red Rock, the west spans of the Bay Bridge — not to mention Sutro Tower, Mount Tam and the various peaks of the Berkeley Hills. You need to use a big chart if you're going to be able to pull off the information you need quickly."

"Add one more to the list," I shrugged.

"Actually, Max, I have an extra one of these for you."

She unzipped her backpack and pulled out a sheet of paper covered with numbers. It turned out to be her version of the pre-planned course sheet for tomorrow's race, showing every possible leg.

"Let's see," I said as I began to read the column headings. "Course, distance, background range. Simple enough so far. But what do you mean by 'stern bearing'?"

"That's just the background range of the reverse course, Max, and it turns out to be the most valuable one of all in strong cross current."

"Really?"

"Sure. All you have to do is adjust your course to keep the stern bearing background range in line with the mark you just rounded. That way you know exactly how much you need to compensate for current to track right down the rhumb line for the next mark, if that's what you want to do. I mean, it sounds real basic, right? But you wouldn't believe how many boats you can pass on the first reach of an Olympic Circle midwinter race in a light northerly and a strong ebb. Like, they never learn!"

"If you really expect to hold on to good crew, then you have to be prepared to feed them like royalty."

Crissy Field buoy, and the next mark is Harding Rock, I just say, 'the mark is right under the high point of Angel Island', and then nobody has to look down. Or jibing around Blossom Rock, with the next leg to No. 24. My course data table has the compass course for the leg, but it also says 'five degrees left of gas tank', which is what everyone on the boat really needs to know."

"I see what you mean. If I have time, I'll extend the course lines on my overlay so I

"What about 'waypoint' in this table. Is that the name of the LORAN waypoint for the leg?"

"No, LORAN waypoint is 'waypoint number' over on the right. 'Waypoint' the way it's used here means some intermediate landmark, like a buoy or island that the leg goes close to. It's another good way to check the effect of current. And then for some legs, the waypoint actually causes a change in course, like when you go around Point Blunt



or Alcatraz. Then you need to have different course and background range data for the two portions of the leg."

"Well, thanks a lot, Lee," I said. "This makes me feel just a little bit more prepared."

"What I usually do," she added, "is try and guess what course we're going to get, and then see if I can predict what time we'll get to each mark. Then I estimate what the tide is supposed to be doing at that place and time. I mean, what you actually find out there is going to be different, but at least I have a starting point."

"But how much luck can you really have at guessing the course? With so many possible courses, you're probably going to be wrong, and then all that work is wasted."

"**T**here's a secret trick for predicting courses, Max."

I was all ears.

"Call up the race committee the night before! I mean, not only are they usually perfectly happy to tell you which course they'll most likely signal, but they even ask which course you want!"

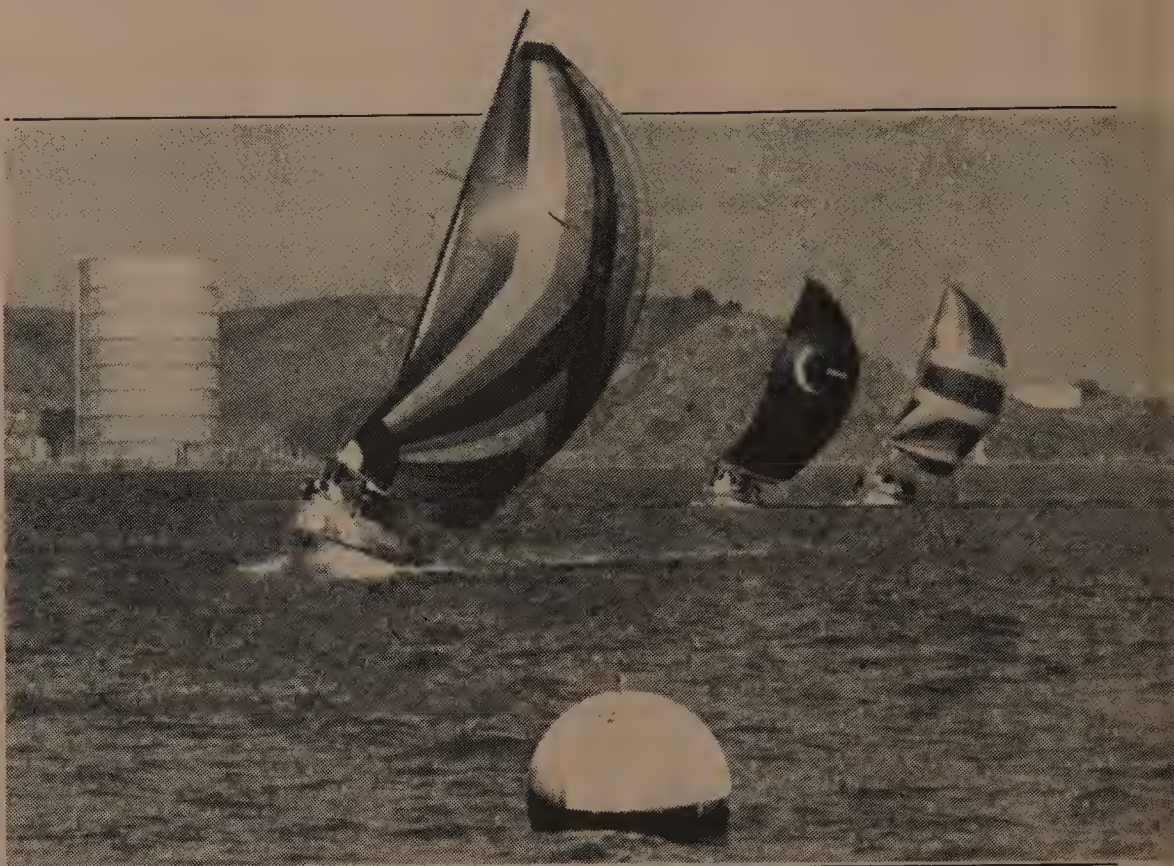
"Is that legal?"

"For sure, as long as the committee doesn't do anything prejudicial. But that reminds me, I should be going back up to the yacht club soon for the racing rules seminar."

"Just one more favor, Lee, if you don't mind."

"Sure, Max."

"Hold this wrench for me under the traveler end stop fitting while I take the



If they ever do tear down Richmond's big blue gas tank, as has been talked about for years, racers would lose a valuable landmark.

be really prepared for tomorrow's race," said Lee.

"What's that?" I asked.

"Review your notes! Like, after all those years and years of racing on the bay, Max, you've seen just about every combination of wind and tide there is."

I wasn't sure if I appreciated the implication of "all those years and years." But I had seen just about everything the bay could ever

things you can do to improve your ability to win races, that nobody seems to bother with," was the way she characterized it.

Finally the traveler end fitting was off, and the way was clear to replace the tired and deformed old traveler car with the new high-load model. All I had to do was disconnect the traveler control lines and it would be ready to slide off. Progress at last. I came back down below, took the new traveler car out of its plastic bag, and held it up to show it off to Lee.

"This is rated for twice the load of the old car," I boasted. "And look, it even comes on a little piece of plastic traveler track."

As I spoke, I began to pull the car off the small piece of track.

"Max!" shouted Lee. "D - D - Don't . . ."

The next thing I knew there were about three thousand tiny plastic ball bearings bouncing all over the interior of my boat.

"Well, I gotta go," said Lee hastily. "Good luck tomorrow!"

"What I usually do, is try and guess what course we're going to get . . ."

screws out from above."

She got into position with the wrench, while I went out on deck to remove the screws. This would be about ten times faster than the usual singlehander's method of hanging the vise-grips from the nut under the deck with a spare screwdriver slid through to keep the whole thing from rotating.

"Forward starboard first," I called down, and began to unscrew the first bolt.

"There's one more thing you have to do to

dish up. Lee was right — if I had it all written down somewhere, it would be incredibly valuable.

"Aft port next," I called.

Lee continued to scold me for not having kept a thorough log — or at least a collection of the most salient observations — from every bay race I had sailed in the last hundred years. "One of the very simple, easy

**S**he was almost completely up the ladder when she turned and stuck her head back in the cabin for a second.

"It could take all night to find these traveler balls," I thought, "and then there's the prefeeder, the cleats, the knotmeter, the rigging tape, the . . ."

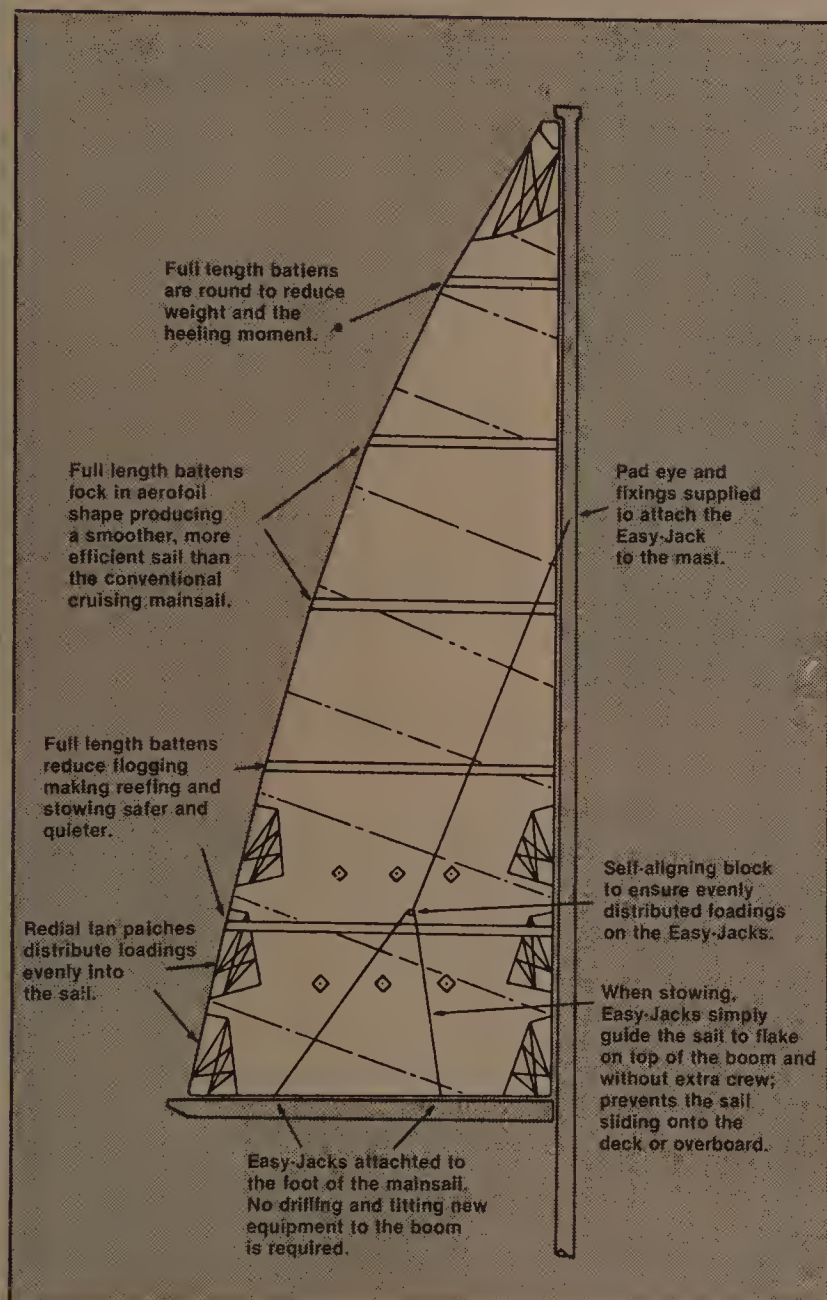
"Chill out, Max," said Lee with a grin. "There's plenty of time while you're motor-ing out to the starting line!"

— max ebb



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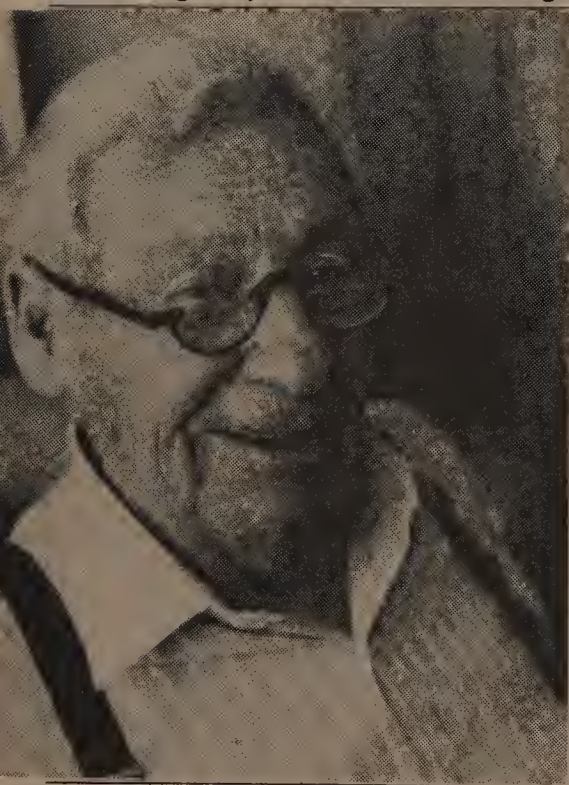
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# SALTY SEPTUAGENARIAN:

No yachtsman has ever been elected to the Bay Area Sports Hall of Fame. When it happens, Tom Blackaller, John Bertrand or John Kostecki are sure to be among the first considered. But Bob Keefe, who has seen these and many other greats come and go, says the honor should first go



Denny Jordan.

SHIMON VAN COLLIE

to Dennis Jordan.

"He's done it all," says Keefe, a former commodore of the St. Francis Yacht Club. "Power, sail, cruise and race. He represents the whole history of yachting on the Bay. He has sailed with the guys who started it back in the 1880's as well as the ones who are out there today."

Keefe's argument has merit. From the R-boats of the 1930's to cruising up the Delta again last year, 80-year-old Denny Jordan has pursued boating as few others in Northern California have. He's competed in about 4,000 races and has tangled with the sport's best, from Arthur Knapp to Ted Turner to Bob Bavier. He's chartered yachts on the Bay and around the world. Last summer, he and his family explored the Greek Islands. He still spends most available weekends on his beloved *Lady*, a 63-foot motorsailer.

Last month, the first half of our story took Jordan up to World War II, when he skippered one of the yachts stationed off the west coast to watch for the Japanese fleet. Following that duty, he received a commission and saw action off Casablanca and later Okinawa as captain of a 190-foot submarine chaser. When the destroyer escort *Underhill*

ALL PHOTOS COURTESY DENNY JORDAN EXCEPT AS NOTED

was torpedoed and sank off Formosa, Jordan's ship pulled 87 men from the water. For this feat, his peers wanted to recommend him for the Medal of Honor. "I told them not to," he says. His reward would come in more gratifying form a decade later.

After the war, life resumed. In business, Jordan's fortunes grew in real estate and he eventually joined his uncle Oliver Rousseau's development company as a partner. In sailing, Charlie O'Brien, an old friend, bought the 43-foot sloop *Volante*, and asked Jordan to be the skipper, a role he happily performed for several years.

In 1951, Jordan bought his first big boat, the 60-foot ketch *Marilen*. She had been built by Lester Stone for Hart Weaver in 1932. Weaver lost his money in the Depression and committed suicide. Stone, also broke, acquired the boat back from the estate and finished building it. He couldn't afford an engine, but he sailed it all over the Bay and Pacific Coast anyway. *Marilen* went through three other owners before Jordan bought her.

"All my life I've felt that a boat is for fun," he says. "and if you can't afford someone to take care of it, you shouldn't have a big boat." He asked his friend Gene Vigneau, a boat keeper himself, if he knew anyone who would look after *Marilen* for \$750 a month. Gene told him no one would be interested at that price. Jordan took him at his word and ran an ad in the Sunday paper, including his office address on the sixth floor of the French American Bank Building in San Francisco.

"I came to work on Monday at 9 a.m. and found the street loaded with men," he recalls. "The lobby was filled too. There were so many men in the hall on the sixth floor I could hardly reach my office. It was impossible to do any interviewing, so I told them the position was filled. The next Sunday I ran a blind ad and told them to answer by mail."

"I got a lot of replies, but one stood out. He was a retired chief warrant officer, and I knew from my Navy days that they're the ones who pretty much run the Navy. I asked him to meet me at the St. Francis Yacht Club and was surprised when he showed up in a Cadillac. I told him this wasn't a 'Cadillac' job but he said he's just always wanted one of those cars. I nicknamed him 'Chief'."

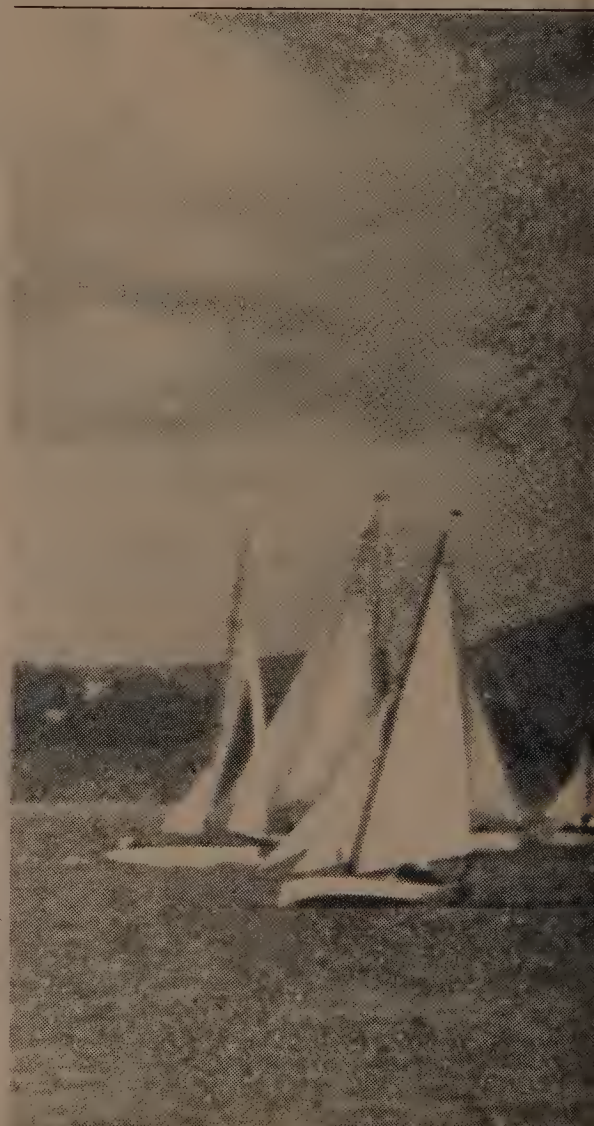
While Jordan sated some of his competitive desires with *Marilen* — taking her on

the TransPac in 1955 and the Acapulco race in 1956 — he was still very much involved with the San Francisco Perpetual Cup, the two-boat challenge race run yearly between Northern and Southern California. More than once he was asked to head up a campaign to retrieve the cup after Southern California sailors had won it. In 1953, the Corinthian YC asked him to pit his *Ah Wahine* against Los Angeles YC's George Fleitz and his *Hanahuli*. Both yachts were Rhodes 33 class sloops.

"Fleitz was probably the best skipper I ever opposed," says Jordan. "He had everything a good skipper should have: he was mean; he was lucky; he had a natural ability to get the most out of a sailboat; he had a great sense of humor; he worked at winning; and he was a great psychologist."

Fleitz would start messing with his opponents at the skipper's meeting. By the time they went sailing, most were dead meat. In

The lovely 'Marilen', Jordan's first boat, glides across the Bay.





the previous three years, Fleitz had already defeated Joe MacAleese, Dean Morrison and Bob White, three of the Bay Area's best, in their attempts to recapture the cup.

Jordan went prepared on all fronts. He painted *Ah Wahine's* bottom with Brolite, a super hard and slick paint, and he sealed the outboard motor well. Fleitz raised a big stink about that, threatening not to race and berating the Northern Californian's poor sportsmanship. Jordan countered that there was nothing in the rules prohibiting what he'd done. The debate went on for five hours. Finally Jordan agreed to unseal the outboard well.

"The race was on," says Jordan. "However, I had an ace up my sleeve. As we jockeyed for the start, my crew and I had our blazers on. With three minutes to go, we removed our jackets. We were all wearing t-shirts: the crews' all said 'Schultz's Sailing School' and mine said 'Schultz'. That maneuver so upset Fleitz and his crew that we got the start and went on to win the race after he fouled us."



smile and his voice crackles with laughter. Getting up from the polished wooden dining table in his Russian Hill condominium, he

Jordan stills enjoys recounting these high jinks. His face cracks into a weathered

Lester Stone, builder of *'Marilen'* and many other great yachts, at the wheel about 1940.

leads his guest to a small bathroom off the kitchen. The walls are papered with newspaper and magazine clippings from those spirited times.

Another event that nearly ended in disaster also has its place on those walls. "EXTRA!!" shouts the white letters across the black banner headline of the St. Francis YC Mizzen Sheet newsletter, dated March, 1958. "VICE COMMODORE JORDAN SAVED FROM WATERY GRAVE!" The events transpired like this:

After selling *Marilen* in 1957, Jordan joined Jack Hedden aboard his yawl *Celebes* for the Acapulco race. A good breeze propelled them into the lead along with Jim Camp's *Escapade*, another large yawl. About 100 miles west of Cabo San Lucas, *Celebes* changed course slightly to shake *Escapade*. Shortly after they had faded from sight over the horizon, a fire broke out below on *Celebes*. In less than a minute, the flames had consumed the sails; and the wooden hull, saturated by years of diesel oil in the bilge, had become an inferno.

Separated from the water buckets by the flames, the twelve-man crew watched with increasing concern as the fire licked the wooden box containing the propane bottles. According to Jordan, Fred Herrington panicked and jumped overboard. Someone jettisoned the liferaft and the rest of the crew followed, partly to escape and partly to retrieve Herrington. *Celebes* was still moving





# SALTY SEPTUAGENARIAN:

at two knots and soon drifted out of sight as the crew clung to the raft.

Seeing the smoke, the crew of *Escapade* dropped sails and powered over. By the time they arrived, Jordan and his mates had rigged a tarpaulin on an upright oar for a sail and were heading back toward the burning hulk, hoping they would be rescued before the sharks attacked. "The *Escapade* was a

"The St. Francis used to be the night club of the Bay."

grand sight to behold," recalls Jordan, "and I was glad we had failed in our strategy to get rid of her." It also brought back vivid memories of rescuing the men from the *Underhill* during World War II, and he gave silent thanks that the "favor" had been returned. For his efforts, Jim Camp received honorary membership in the St. Francis YC, eight of whose members were aboard *Celebes*.

Jordan's yachting efforts were not confined to on-the-water adventures. He chaired the St. Francis' entertainment committee in the mid-1950's and continually sought ways to bring new members onboard. "The St. Francis used to be the night club of the Bay," he says, referring to the Wednesday evening stag parties that brought entertainers from as far away as New York to perform. While these events were fun — Jordan wrote many of the skits and scenes himself — he sensed something bigger was needed. In 1957, he suggested the idea of a stag cruise up to the Delta. The Board of Directors agreed.

The Stag Cruise actually had deeper roots. In 1923, the San Francisco Perpetual Cup race pitted Matt Walsh's *California* from the California YC against Artie Rousseau's *Lady Gay* from the Corinthian YC. A messy protest ensued and the race committee eventually threw the entire race out. Walsh returned to Southern California complaining loudly about the home town decision, and even wrote an article which appeared in *Yachting Magazine*. Instead of fading with time, the animosity between north and south grew.

Jordan put his head together with Leo Benzini of Long Beach and came up with the idea of an annual cruise, alternating between



While coast watching during WWII, Denny and crew were mistakenly shot at by a U.S. ship. Fortunately, they missed.



Left, returning from Tinsley on *Bolero*, 1960. Front three (l to r) are Father O'Garra, Jim Flood and Peter Sutter.

Northern and Southern California, to mend the broken fences. The St. Francis hosted the first gathering in 1958 on Lost Isle. Five yachts and 49 men from both areas attended. The food was so good and the weekend so successful that Benzini told Jordan there was no way they could hope to match it the next year. The Stag Cruise was to remain up north.

Finding a permanent "summer home" for the club became Jordan's personal crusade, and the stature to which Tinsley

Island has grown can be attributed largely to his will and perseverance. "I've always been reluctant to push," he says now, "because if you do it all the time you lose your advantage. I did push with Tinsley, though, because I thought it would be good for the yacht club."

Numbers would bear him out. The St. Francis had 300 members before acquiring the 40 acre island 16 miles west of Stockton. Now the club numbers over 2,300 members and the annual Stag Cruise, which adds considerably to the club's coffers each year, draws over 800 participants annually. The Big Boat Series, another of the St. Francis' big events, owes at least part of its raison d'être to the Stag Cruise, serving as an addi-



Above, the infamous 'Schultz's Sailing School' that's 'Schultz' Jordan in the middle



Below, the Tinsley clubhouse, formerly the lighthouse at Southampton Shoal.



The arrival of Jordan's 'Bolero' heralded the beginning of true big boat racing on the Bay



The arrival of *Bolero* on the Bay heralded a period of true big boat racing. In addition to Michael's *Baruna*, there was Jim Wilhite's 63-foot yawl *Athene*, Jack Hedden's 63-foot yawl *Good News* and Tim Moseley's 63-foot cutter *Orient*. *Bolero* was the queen, however, requiring a crew of 15 to get her around the course, and Jordan was her king. "He was a meticulous organizer," says George Johnson, who has been crewing for Jordan since 1955. "After each race he would write 'poop sheets' to us on how we could improve our performance and correct our mistakes."

*Bolero* won her head-to-head clashes with *Baruna* until 1962 when Jordan installed a three-bladed prop to speed his trip up the Delta to Tinsley. The move guaranteed her the prime deep water mooring spot, but it cut her sailing efficiency. "For the first time," recalls Jordan, "*Baruna* started beating us quite consistently under sail. About the same time, Jim Michael and Tim Moseley formed the Barient Company, and Michael started using *Baruna* as an experimental boat. This

"I looked to my right and there was a female nudist colony."

discouraged me because I could see myself spending a lot of money if I wanted to keep winning, so I sold *Bolero* to Sally Langmuir."

Before selling the boat, Jordan hosted Governor Pat Brown to the Stag Cruise. During that weekend, the Democratic "Guv" swam over to Larry Doheny's yawl *Kamalii* and climbed aboard, only to find it full of Republicans. After visiting for a while, Brown stood on the rail preparing to dive. Before jumping, he turned to the crew and said "I bet you bastards wish I don't come up!" Brown liked the cruise so much he suggested bringing another yachting politician, President Kennedy, out the following year. When Jordan proposed the idea to the club's board of directors, they turned him down, saying they didn't want a pack of destroyers around protecting him.

"I've been on enough board of directors myself to know that they rely on someone else to think for them," he says philosophically. "Directors usually say no because they think they can't go wrong that way. The guys who are aggressive are usu-

tional incentive for Southern Californians and out of towners to come to the Bay in late summer.

Jordan's yachting star reached its zenith during this period. In 1959 and 1960, he served as commodore of the St. Francis. On a dare from his friend Jim Michael, owner of the 72-foot yawl *Baruna*, Denny bought the world famous 73-foot yawl *Bolero*, built originally for the Secretary of the Navy John Nicholas Brown. Brown had raced the boat with great success on the East Coast, but had refused to sell it to another American. By an odd twist of fate, the stately yacht ended up in the hands of Sven Salen, from whom Jordan's uncle Artie Rousseau had bought his Six Meter *Maybe* some 30 years earlier!

"Before I took delivery," recalls Jordan, "Salen invited me on a cruise through the fjords of Sweden. We spent two delightful weeks and never once did he use the motor. On our next to last day we stopped at Marstrand. The entrance was tricky so Salen turned the wheel over to me while he guided us in. I still recall his directions: 'koom left, koom right.' About three-fourths of the way in, I looked to my right and there was a female nudist colony. I guess I froze at the wheel because he told me to look where I was going. I told him I'd rather go where I was looking!"





# SALTY SEPTUAGENARIAN: PART II

ally the ones in business for themselves." So Kennedy never made it to the Stag Cruise. Big deal. He may be the only prominent yachtsman of the last 30 years not to. From Arthur Knapp to Dennis Conner to Ted Turner, they have all enjoyed Tinsley's warm September charms.

**T**he competitive fires die hard. Even after selling *Bolero* and purchasing the 63-foot motorsailor *Cordonazo* in 1964, Jordan had dreams of competing for the 1968 Olympics in the Dragon class. He had one built and named it *Gay Lady*, a name play on his uncle's R boat from the 1930's, *Lady Gay*. She was berthed in San Diego, where Jordan would fly down on weekends for fleet races. He also travelled with *Gay Lady* to Houston, Toronto and New Orleans for regattas.

The wily Jordan was working another angle with his San Diego connection. The San Diego YC had held the Perpetual Cup since 1962, defeating five San Francisco Bay boats in the interim. In 1967, he had had enough. He arranged for the St. Francis to back him on an effort, and he enlisted three of the hottest West Coast sailors at the time, Jim Hill, Don Trask and Dick Deaver to crew. Working with naval architect Gary Mull, they souped up *Kim II*, an International Class sloop, with a new keel and masthead rig, and headed south.

"We were matched against a bigger boat," recalls Trask, "and Jordan knew we would be favored on reaches and runs. He went into the skipper's meeting and demanded a rectangular course, which would be to our

In less than a minute, the wooden hull had become an inferno.

favor. He was adamant. He pounded the table with his fist. It was quite a spectator event!" Jordan applied the coup de grace on the course itself, flying down Walt Tolleson and his six piece band (Tolleson has played at every Stag Cruise since its inception) to play during the race. "They did a terrific job," laughs Jordan, "especially when they went alongside Ash Bown (the San Diego skipper) and played the dead man's dirge." *Kim II* won and brought the Cup up one more time. The following year, 1968, Jordan crewed for Bill Trask, Don's father, on

## HOW THE SOUTHAMPTON LIGHTHOUSE GOT TO TINSLEY ISLAND

Tinsley Island, summer home of the St. Francis Yacht Club and sight of their annual Stag Cruise, received its most notable piece of architecture in the summer of 1960, but not after some intense negotiating.

Club member Jim Elliot called commodore Denny Jordan and told him that the Southampton Lighthouse, which had marked the shallow section of the Bay between Angel Island and Richmond, was going to be destroyed. The Coast Guard planned to replace it with an automatic signal. Jordan agreed that the structure, built in 1905, would add both atmosphere to the island, for which the club was developing facilities, and provide a ready made clubhouse.

Estimates for acquiring and moving the lighthouse were high, totalling some \$28,000. The board of directors vetoed the project, but several weeks later tugboat company owner Tom Crowley called Jordan and said, "The club has to have that lighthouse and I'll tell you how to do it." Crowley offered his services for

the Farallon Clipper *Hoyden II* in his final Perpetual Cup appearance.

The Olympic dream fell short with *Gay Lady*, and when Jordan's wife began to give him heat for racing so much, he sold the Dragon and started cruising seriously. He owned *Cordonazo* for 14 years, and sailed her to Southern California, Mexico and Canada. A heart attack in 1970 forced him to sell the yacht, but not having a boat turned out to be worse than the alternative. He chartered boats, and then in 1984, the 63-foot Cheoy Lee motorsailor *Lady* came into his life. "With years of cruising and racing behind me," he says, "I now go to the Delta and enjoy Tinsley."

**W**hat has Denny Jordan gleaned from over 60 years of sailing? A certain perspective, if nothing else. When he started out, sailboats didn't have radios or engines. Organ players were popular on boats big enough to carry them, and they would entertain the rest of the fleet. A big trip used to be sailing from Belvedere to Paradise Cove, where the Crowley dance pavilion swung to the tunes of the 1930's. In 1928, the big topic of discussion was profes-

free. As for the mover, Smith-Rice, he told Jordan to talk to Lester Stone. Seems like Mrs. Rice was Stone's childhood sweetheart, and Crowley thought Lester could talk her into reducing the cost of lifting the building off its foundation.

Jordan went over to Lester's boatyard in Alameda. "At first, he refused to even discuss it," he recalls. "I pleaded with him for two hours and finally he said okay, but under one condition: that his wife Marie would never know about it. I agreed. A few days later he called and said Mrs. Rice had lowered her price from \$12,000 to \$500. In the end, the final total came to \$2,000 for the whole job."

To Jordan's surprise, the club still refused to allocate funds. Incensed, he sent an open letter to the membership appealing for \$100 donations, and in short order received \$6,000 from supporters. That was a deal the club couldn't refuse, and Tinsley Island had its most unique clubhouse.

sionalism in sailing, "although we didn't have as many jockeys then as we do today," admits Jordan. He'll also agree that boats, like cars, look a lot better today than they did sixty years ago.

In addition to racing and cruising his own boats, Jordan has chartered boats extensively, from the Caribbean to the Mediterranean to Australia. He has dropped anchor in the most famous harbors of the world, and plied their coveted waterways. What has been his favorite spot?

Once again he turns to the north. Stretching out before him is the watery playground of the Bay. To the left is the San Francisco yacht harbor, where he used to play hookey from school to practice aboard his Coyote Point class centerboarder. The St. Francis YC, which he helped nurture and grow into one of the premiere clubs in the world, sits nestled under a grove of trees. Most of his 4,000 races over the past 60 years have circled Alcatraz, sitting there peacefully, its light flashing even in the daylight. Across the way his *Lady* sits tied at the dock, ready for another outing, around the Bay or up to Tinsley, where he can sit and relax and just do nothing.

He sits pensively for a minute, smiles, and then turns to his inquisitor and says quietly, "Right here."

— shimon van collie



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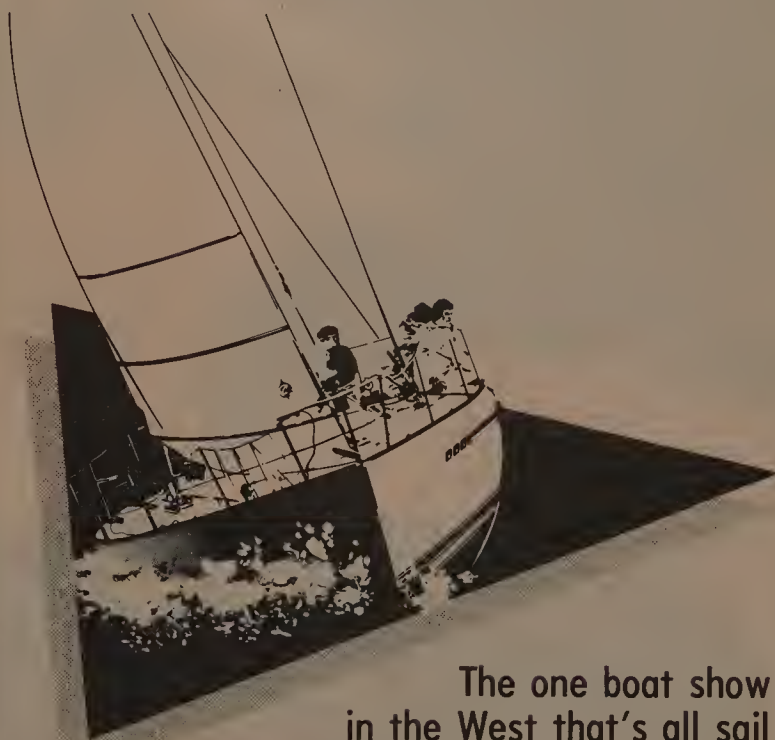
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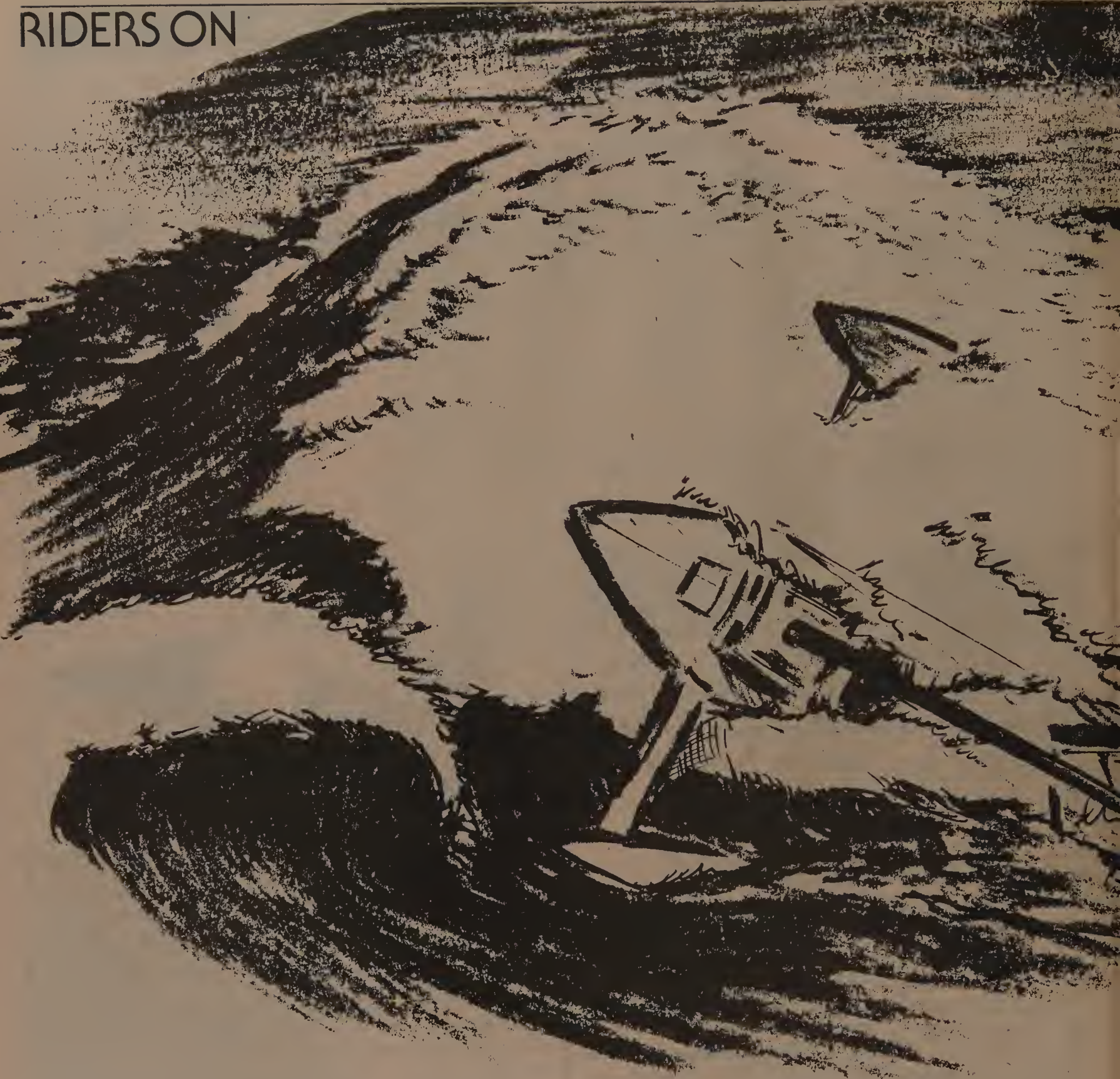
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# RIDERS ON



The three week period between Christmas and mid-January of this year was not a time for offshore sailing off California. The two storms that savaged Southern California during that time caused millions of dollars of damage to structures, and crunched around a number of parked boats in *protected* harbors. During the height of the storm, particularly the more intense second storm of mid-January, nobody in their right mind went offshore on purpose.

Some of those caught there paid heavily. Distress calls to the Coast Guard doubled from 60 to 120 in the week of January 22 to 28. For some, time ran out. Lost with all hands were the fishing boats *Kathryn*, 36-ft,

two crew; *Kitty Lee*, 40-ft, one crew; and the *Apache Brave*, an 86-ft tuna boat with four crew. Also capsized was the 42-ft trimaran *Atalanta*, but after three days and two nights, the couple who owned her were plucked from the ocean alive.

The January 17 capsizing and subsequent rescue on the 20th made instant celebrities of Joe and Jan DeJulius. The mass media loves happy endings, and we have to admit, so do we. Maybe it's because there aren't that many this time of year. Within hours of their rescue, Joe was in Intensive Care in serious condition, and Jan was giving her first ever press conference. "How do I feel?" she said in response to the

inevitable disaster question. "I feel like I've just been in a fight with Mike Tyson and lost in the first round." By afternoon, it was on the wire. By the next day, almost every newspaper up and down the coast had picked up the story.

"My favorite headline was 'Woman relates Ordeal of Terror on the High Seas'," laughs Jan, back home with Joe in their Novato home. Able now to put the experience in perspective, they were good enough to relate their story in detail in the hope that it might help other boaters. On reflection, as you'll see, there were a few genuinely humorous moments. As for the rest, well, neither Jan, 33, nor Joe, 43, would term





Jan and Joe DeJulius

their experience an "Ordeal of Terror," but there were times when things looked pretty grim.

Joe and Jan bought the 42-ft *Atalanta* in November. It was Joe's fourth boat and first multihull. Because the seller was a friend, Joe agreed to let him sail the boat to Mexico "one last time". The DeJuliuses then made plans to spend their two-week vacation in December sailing the boat back home to San Francisco.

Among the \$2,000 worth of safety gear put aboard for the trip north were two survival suits made by the Stearns Company.

The other piece of equipment Joe really wanted but could not find in time was a sea anchor. The couple departed Puerto Vallarta on December 19. Considering the time of year, Joe admits making the Bay in two weeks might have been a tad optimistic, but he had no idea how out of hand things would get.

Engine problems developed the second day, perhaps foreshadowing what was to come. The Westerbeke diesel sprung a major oil leak, using a quart an hour and puking the rest through seemingly every pore. Joe was able to stem the flow by cramming a rawhide shoelace from his Topsider into the front seal, but after that, the engine

was used only to charge the batteries periodically and for emergencies.

On Christmas day, *Atalanta* met the first big storm on its way to ravage the coast. At the time, they were at 30 degrees north latitude, about 500 miles southwest of San Diego — and already a week behind in their itinerary. The full gale forced them to run with it, 800 miles back the wrong way. When they once again turned north 12 days later, they were down at latitude 12, off Central America!

Ironically, they were then becalmed for two days. With the engine all but out of com-



# RIDERS ON

mission, there wasn't much to do except catch up on some sleep. When the NE trades finally returned, they started clicking off 120 and 150-mile days (though making only about half that toward their destination because of their tack.)

On day 25, they began to feel the telltale

The bag marked "storm jib" was full of someone's dirty laundry.

signs of another storm on the way. The wind had turned southwesterly, and by afternoon was approaching gale force again. Though

NOAA weather radio predicted another gale, 15 to 20-foot seas and light rainstorms — "They didn't say a thing about hurricane-force winds," says Joe. Several days earlier, with only four days' provisions left, they'd made the decision to put into Catalina for supplies, rest, and to notify family and friends of the delays. After that tack "We enjoyed exactly one day of perfect sailing," says Joe of their northerly run toward Avalon.

And then the big one hit.

By noon on the 17th, the seas were huge and the wind was stronger than most sailors will ever see. Jan estimated the waves to be taller than *Atalanta's* 50-ft mast, and later Weather Service warnings would confirm it. At the peak of the storm, the wind was blowing 65-70 mph.

Joe is no stranger to heavy weather.

He'd seen plenty of storms racing and cruising, had been through a hurricane in the Merchant Marines, and had handled heavy weather in all three previous boats. But nothing like this.

"I tried running with it again, but the waves were too steep — the boat was going too fast down the faces. I was afraid of pitching. I knew the safest thing to do was to keep the bow into it." But he was having lots of trouble with that, too.

Complicating matters was a discovery that under any other circumstances would be funny. When he'd bought the boat, the forepeak was full of sailbags. Since he was buying from a friend, he just assumed, since the friend hadn't indicated otherwise, that the "full inventory" included storm sails. But when he broke out the bag marked "storm jib", it was full of someone's old dirty laundry! Several other bags were similarly

## SHOULD YOU SAIL WITH GUMBY ABOARD?

One of our favorite scenes in "The Right Stuff" took place in the desert bar where Chuck Yeager and his fellow test pilots hung out. A scatterbrained girlfriend of one of the fly-boys started raising a fuss because her guy's photo wasn't hanging on the wall behind the bar, obviously a place of esteem. Her guy was trying to quiet her down, but she wouldn't have it. Finally she demanded of the bartender, a gruff, heavy-set woman, "What d'ya have to do to get your picture up there anyway?"

"You gotta die, honey."

Somewhere in the world, if rumor is right, there is a club almost as exclusive. It is an organization of people whose lives have been saved by survival suits. Some who have heard of it say it boasts upwards of 100 members. We ran into nothing but dead ends trying to track it down.

Fortunately, there's plenty of information out there about the suits themselves. Survival suits have been around for a long time, but like other good but obscure ideas, it took a full-blown disaster to really put them on the map. This one occurred in 1981 when the semi-submersible oil platform *Ocean Ranger* capsized off Newfoundland, taking 85 men to their icy deaths. Had they been wearing survival suits, chances are none of them would

have perished — at least from the cold.

Nowadays, all commercial ships and platforms that operate north of latitude 35 are required by the Coast Guard to have the suits aboard — and to conduct rescue drills so personnel know how to use them. (Ironically, budget cuts prevent the Coasties from having them aboard many of their own cutters.) The biggest market in voluntary use is among coastal fishermen. Only a small segment of recreational boaters ever buy them.

Due to the main market — one manufacturer calls the suits a "legislatively driven product" — survival suits are designed to float the wearer and maintain his body temperature for up to 15 hours. That's because most coastal shipping and small-boat fishing takes place within 50 miles of the coast — where most search and rescue operations take from 6 to 12 hours.

Obviously, at 66 hours, the *DeJultuses* are the exception to the rule — and in fact may have set a new record. There don't seem to be any hard and fast statistics, but most people we talked to thought the longest previous time was around 36 hours. That fisherman swam to shore, walked to the nearest house and said, "Excuse me, but can I use your phone?" Of the 10 or so lives saved by survival suits a year of the U.S., almost all

are fishermen. (A notable exception occurred when the American catamaran *Double Bullet* broke up in heavy weather in a 1985 trans-Atlantic race. Clinging to the broken boat, her seven crewmembers also survived their 17 hours in the water thanks to survival suits.)

The suits keep you warm by insulating your body from the environment — and the hood and face cover are very important features to that end since you lose lots of heat through your head. The intent is that you keep dry inside, but some water always seems to get in. Standard accessories on most suits include whistle, water-activated light and integral harness. Some also feature inflatable tires around the middle to help buoyancy, and "pillows" that make floating around more comfortable.

Perhaps the most important feature the suits give a wearer, though, is hope. "The will to survive has a lot to do with how well you come through any situation," said one manufacturer's representative. "If you have a good working knowledge of what you're using, and if you believe in it, that does wonders for your will to survive."

We are aware of four manufacturers of survival suits: Bailey, Mustang, Stearns and Fitzwright. The Mustang and Stearns suits are available through West Marine.



defrocked, he says, and he realized the boat had no stormsails. Fortunately, the main, mizzen and staysail had three reefing lines, and they were all in.

As the weather worsened, even triple reefs were overpowering the boat, and he couldn't keep the bows from blowing down at the crests. He finally went with just the mizzen, hoping the drag on the stern would keep her nose high enough. Then he went

below and secured the hatchboards, doing what steering he could with the remote for the autopilot. When it became apparent that even that arrangement was becoming overpowered, Joe headed for the engine room to start the motor. The SatNav indicated a position about 150 miles southwest of Catalina. He had one quart of oil left. Outside, it started hailing.

Joe never made it. As he was making his way to the engine, *Atalanta's* bows pierced the top of a huge wave, the wind caught her underneath and threw her sideways and the breaking crest did the rest. The 42-foot tri rolled upside down.

"It was actually very gentle," comments Jan, who was doing lunch dishes at the time. "We just walked it around."

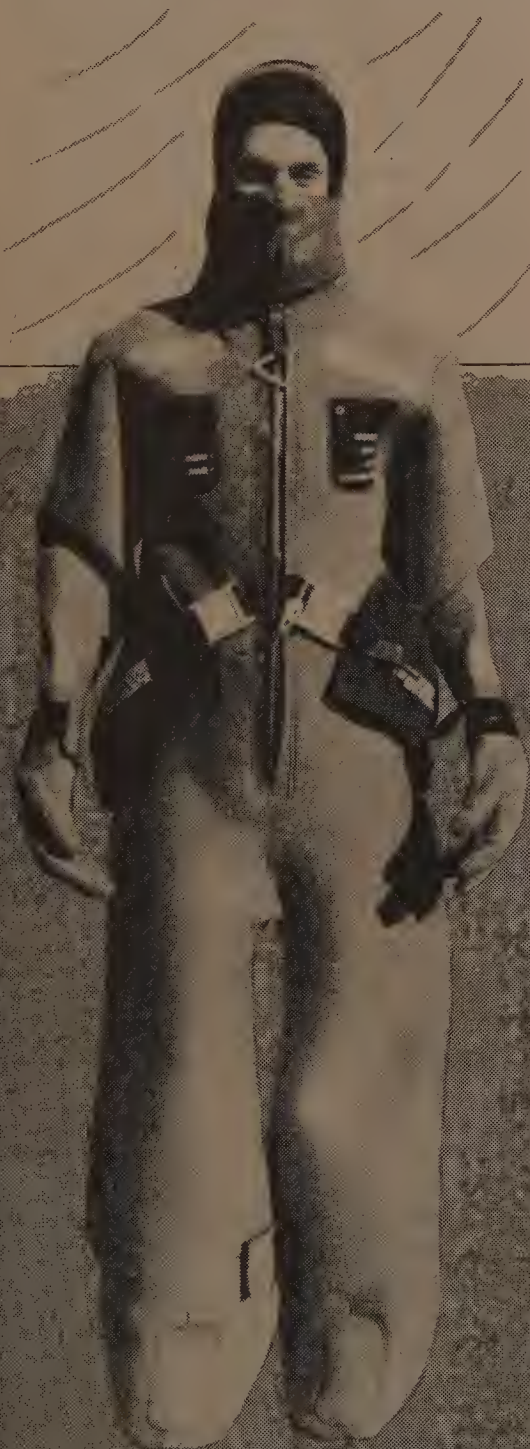
Right after the capsize, when stuff was

pouring off the shelves and water was pouring into the main cabin, was the closest Jan came to panic. "All I could think of was Shelly Winters in the *Poseidon Adventure*," she says. Joe, remaining calm, just threw her her survival suit and said "put that on."

The water rose to two feet and stopped.

"I feel like I've just been in a fight with Mike Tyson and lost in the first round."

*Atalanta* was strong and bouyant, and with no keel, sinking was not a danger. All Joe and Jan could do now was wait for rescue.



though there's not enough demand to stock them regularly in the stores. A spokesman says West Marine sells only two or three a year, and fishermen are almost always the buyers.

There are three basic types of survival suits. Stearns and Bailey make the "Gumby" one we've all come to know and love. Although most are marketed as "one size fits all," some "Gumby's" come in a couple of versions for small people and big people. All standard suits are for adults, but some companies will custom make them for kids.

The Mustang suit is less bulky and has no gloves or hood. If you're going in the water, it is not as efficient as the full suit. But in cold weather, many fishermen wear it as standard issued when working their boats.

The third type is, for lack of a better term, the "high tech" suit. A good example is made by Fitzwright Survival Systems in British Columbia. It has removable gloves and fitted boots that allow the wearer more mobility — "and the ability to save the boat," says Fitzwright's Martin Stewart. "Our idea is that once you have the peace of mind of knowing you're going to survive (once the suit is on), you'll be able to think more clearly and possibly save the boat rather than abandoning."

Stewart went on to say that staying with the boat is always preferable to abandoning — a tenet of any basic boating class and well worth repeating. Going a step further, he points out that if you can stay out of the water, such as on the up-turned hull, the suits will maintain you much longer. "Water robs body heat much faster than air, no matter what the wind chill," he says. "I feel one of the reasons (the *DeJuliuses*) lasted as long as they did was that they were mostly out of the water. I hate to say it, but if the boat had sunk, they wouldn't have survived."

So if survival suits work so great, why don't more recreational boats — especially cruisers and offshore racers — have them? The reasons we usually hear are "limited stowability" and "price." To which we might add "visibility": survival suits have to hold the record for the least aggressively marketed product ever.

As far as price, yeah, \$300 or \$350 is a lot to spend on something you may never use. And the stowed size — comparable to a rolled up sleeping bag — is about as inconvenient as you can get on a boat where space is at a premium. Especially when you want the darn things readily accessible. But we have to go along with the observation of one retailer: "Those don't seem like much considering what it can do for you."

It may never make "GO," but the "Gumby" suit is required wearing for cold water survival.



# RIDERS ON

The main hatch was fouled by gear and line, so once in their survival suits, Joe grabbed the EPIRB, and they made their way forward to exit through the forehatch. Jan grabbed her glasses: she wanted to see the rescuers coming.

Outside was a cacophony of wind and wave. *Atalanta* had crossbeams rather than broad "wing" decks attaching the amas, so the couple wrapped their legs around the middle crossbeam, hung on to the safety netting and began the wait. At the time, the weather service was recording a water temperature of 53; the air, 45.

"We weren't particularly worried," says Jan. "We weren't hungry — we'd just finished lunch — and the suits kept us very warm." With the bulky "Gumby" fingers, they had some trouble turning the EPIRB on. But once it was going, they just sat back, facing each other and talking about things "like the grass in our front yard growing three feet tall before it got mowed next, and how mad my father was going to be that we were late," says Jan.

Though protected from the worst of it by the suits, the weather soon took its toll on the two. "It was a constant battle to stay on the boat," says Joe. With the tri broadside to the waves, the motion was very lurchy and waves often slapped one or the other of them off. It became a struggle to get back aboard. By the following morning, Monday, both people were thirsty and tired. Joe planned, when it calmed down, to get back inside for some food, drink and flares.

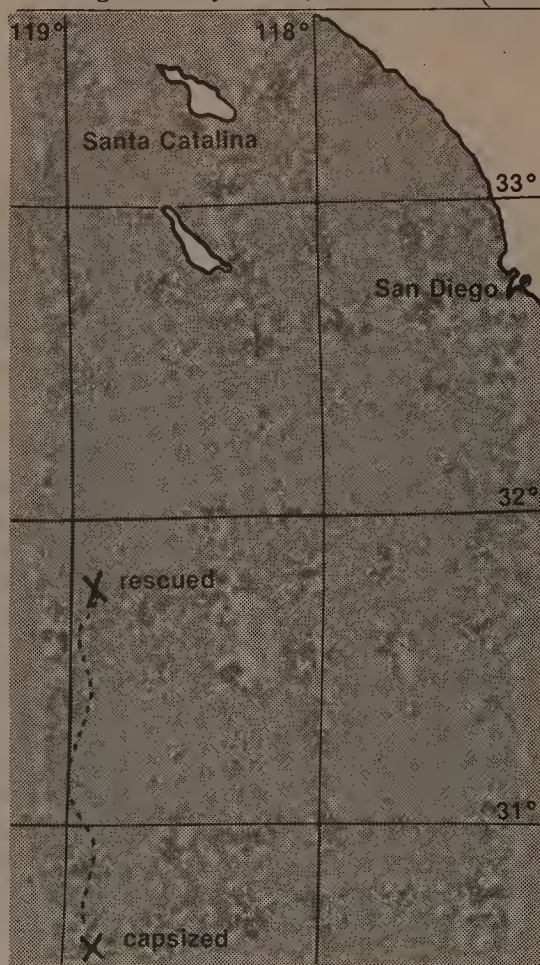
But it didn't calm down, at least not that day. It wasn't until Tuesday afternoon that the weather noticeably began to abate. By then, Joe in particular was really feeling the effects of exposure — extreme exhaustion and thirst. He doffed the suit, which was too bouyant go underwater, and tried to get back in the boat for supplies.

It was 10 minutes of struggling in vain. Sails and sailbags had blocked the forward hatch and the main hatch was a hopeless tangle. Joe got back in his suit and began formulating a plan to use the broken mizzen to break his way in through the main hull. (The heavily rigged mainmast was still "standing.")

His physical and mental well-being were going downhill too fast to ever implement the plan. By evening, he had started drifting in and out of reality: asking Jan her name, or for needlenose pliers, or telling her that he could hear guys talking in a rowboat on the

other side of the upturned hull. They intermingled with periods of lucidness, so at first Jan thought he was just trying to keep her entertained. She even stood up to look over the hull for the guys in the rowboat. She soon realized he wasn't trying to be funny.

Back on land, Coast Guard San Diego got a call from both Scott Air Force Base in Illinois and a station in Kodiak, Alaska. Their radio dishes had picked up a satellite-bounced EPIRB distress signal about 200 miles off San Diego. The Coasties immediately dispatched a Falcon jet. At 2 a.m., Jan stood on the crossarm to scan the moonless night and saw two bright lights heading their way. "The jet flew directly over



The scene of the crime. 'Atalanta' has since drifted 54 miles on her own.

us," she says, "And I started waving and blowing my whistle like mad."

Joe, brought back to reality for a moment, told her to stop. The jet couldn't hear her and she was going to hyperventilate. But Jan kept blowing and jumping, and lights suddenly started appearing all around them. "I was sure they were rescue boats," she says. Joe said no, they were Mexican tractors plowing the fields by headlight. Then, oddly,

the lights started going out, and one drifted right up to the boat. They were flares. Homing in on the signal, the jet had dropped flares to try to see the boat. They made four passes and didn't see anything in the still-rough seas. And they disappeared back into the night.

On Wednesday morning, the sun rose on the scene. Joe was out of it more and more now, suffering from severe hypothermia, though he says he doesn't recall ever feeling cold. In fact, both sailors said they never even shivered the whole time. But Joe couldn't move, even to lift his hands. He told Jan he knew he wouldn't make it through another night.

Within minutes of that conversation, Jan heard another jet. She again stood up on the crossbeam just in time to see a Falcon with "Coast Guard" on the side streak directly over the upside down boat. Jan waved and yelled and blew her whistle, and this time she was seen. On the third pass, the jet dropped smoke to mark the location for the rescue helicopter. On the fourth pass, through a 700-watt PA system, the pilot said "Your location is fixed. You'll be out of there in an hour."

Jan began crying with happiness. Joe thought they were at the bus station, and the damn bus was late.

The DeJuliuses were picked up 12 miles from their last known position. Jan loaded her husband in the basket lowered from the rescue copter first. While she waited, she remembered to switch the lifesaving EPIRB off.

"When they hoisted us aboard, they asked us how we were by name," says Jan, still amazed. "They'd read the CF numbers on the hull during one pass and knew all about us!"

The helo crew gave the DeJuliuses water, in small cups a little at a time, but as much as they wanted — and they wanted a lot. They also put dressings on Joe's trashed and saturated hands and arms. The helo took them directly to the UC San Diego Medical Center, where they were rushed into emergency.

"I was basically okay," says Jan. "I had some abrasions on my chin from the suit, and we were both bruised and rashed up from the banging, the water and body wastes that had accumulated in the suit, but my



temperature was 98.4.

"I could hear them in the next cubicle working on Joe. I heard a voice go 'Do you have a pulse?' Then I heard Joe ask for chapstick. As soon as someone said his body temperature was 87, about 10 people jumped on him."

Joe doesn't remember much about that time period, except when they came toward him with a syringe the length of his forearm. They used it to inject stimulant directly through his chest into his heart.

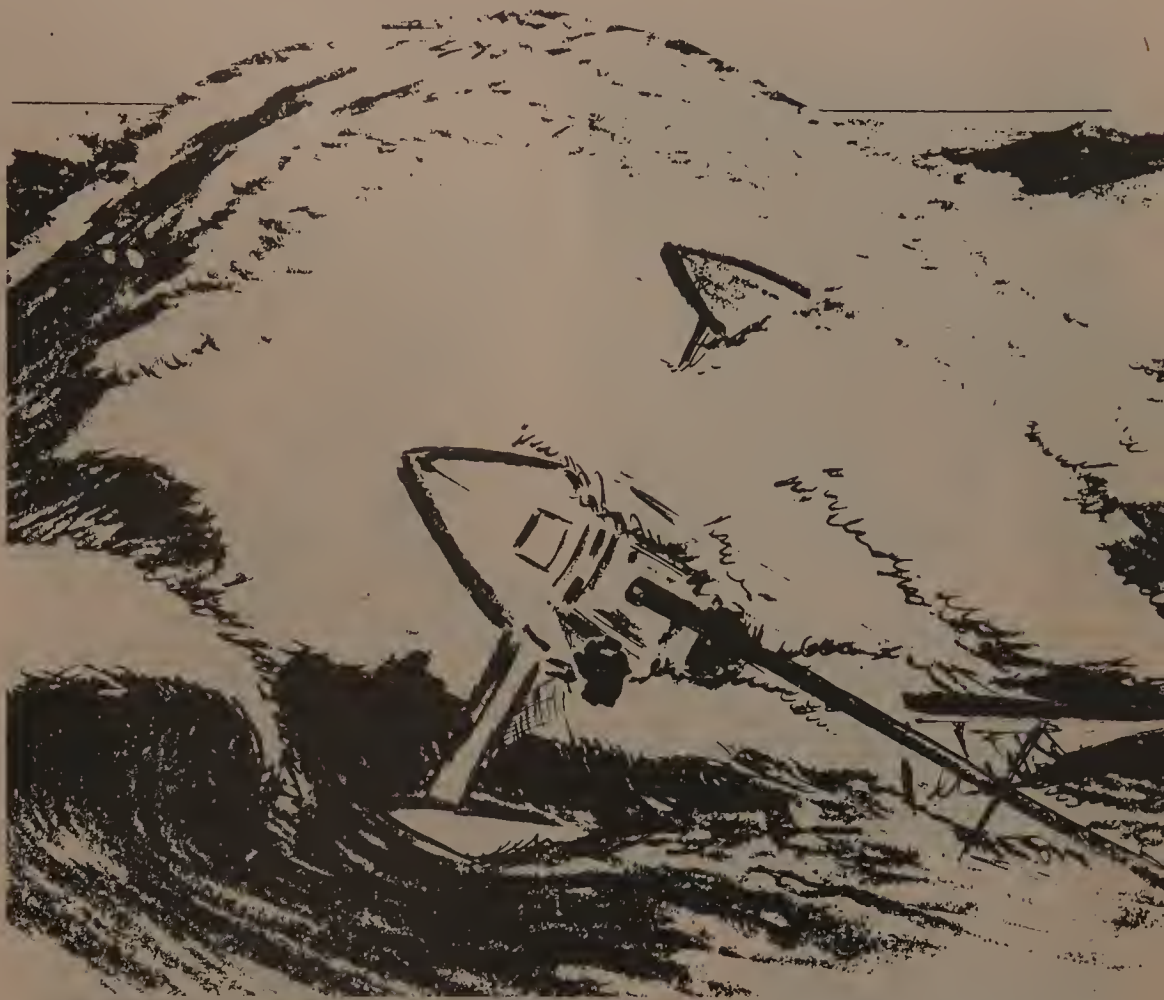
Early reports that Joe had a heart attack were incorrect. Medically, the term was "Thermal Fibrillation," an irregular beat resulting from his low core temperature. In a related phenomena, his kidneys and liver were shutting down as blood diffused into the muscles to try to warm them.

The emergency staff wrapped him in what looked like a "big waterbed", but was really a big heating pad. Because of the skin damage — several sores were open and bleeding — they put him in the ICU Burn Unit. By that evening, he began to feel normal and lucid, and he ate his first meal: scrambled eggs, two hamburger patties, a half gallon of orange juice and four milk shakes. Jan knew the danger was over.

Joe spent 10 days in the hospital, and Jan stayed close. During his recovery, the Coast Guard pilot who had spotted them stopped by with his wife. "He thanked us for being alive," says Jan, "And told us they were all cheering and crying when they saw us." When Joe was released, the Coasties gave the couple a VIP tour of their Search and Rescue station. Needless to say, the DeJuliuses are vehemently against the present budget cuts to the Coast Guard program.

Back home in Novato, Jan and Joe have almost resumed normal lives. Jan is back at work, but Joe, an electrical contractor, says he's "80 percent." He still tires easily and isn't allowed physical work for another three weeks, though he's expected to recover fully. Both have had a lot of time over the past month to reflect upon what happened to them, and they have some very definite thoughts that may help those caught in similar circumstances.

First and foremost, say both, "The EPIRB, the suits and the Coast Guard saved us." Without any of the three, they would be two more statistics.



Joe doesn't feel there is anything else he could have done to prevent the capsize, except to start the engine, which he was on his way to do. Considering the conditions, even that may have only postponed the inevitable. With a sea anchor keeping the boat's head to wind, however, he feels *Atalanta* would have weathered the storm upright and intact.

DeJulius can hardly be faulted on gear, though. He is one of a scant handful of sailors we know that actually had survival suits aboard. Joe says he's had them on every boat he's ever had, and not hidden in some inaccessible locker. On *Atalanta*, the bundled suits did double duty as pillows and cockpit cushions. To bring home the point, these two suits were the only ones West Marine had in stock at the time. One had been on display for quite awhile in the Sausalito store; the other he had to run over to Alameda to pick up.

As mentioned, the \$350 suits were made by Stearns, and Jan plans to contact the company with suggestions for improvements. They had problems with the one-way drains in the hands and feet chafing their skin, for one, and not draining, for two. And — with the suits designed for only 24-hour use, there is no provision for eliminating body waste.

The EPIRB unit was one Joe has had for

10 years. He had it checked, calibrated and a new battery installed just before this trip.

As to the future, the DeJuliuses plan to cruise again, but it won't be aboard a multihull.

"That's not because it flipped," says Joe. "If that would have happened to any other boat, it probably would have sunk and us with it." He just didn't like the motion of the big tri in a seaway. "In effect, every wave hits you three times," says Joe.

Also, he feels "that when you get in heavy weather, you need the displacement." Their next cruising boat will be a heavy-displacement, full-keel boat. And next time, he won't make any assumptions about exactly what sails and other gear are aboard. "We'll also buy better suits, and we'll have a sea anchor," adds Joe.

In summary — "Don't scrimp on safety equipment. It will cost you, but try to put a price on your life."

— latitude — jr

A final note: *Atalanta* is still out there, her red belly turned towards the sky and a Coast Guard beacon attached to warn other mariners of the menace to navigation. Her last known position, reported by a passing freighter in early February, put her 54 miles from the point of capsize — just out of range to be profitable to several interested salvage companies.



# IDIOT'S GUIDE TO

If you're like most of us, you started racing when a friend invited you out for a Bay race. You were soaked, miserable, and totally confused all day, but for some reason the sport grabbed you hard. You stayed with it, and it wasn't too long before

ever crossed an ocean, but you're certainly not the worst. In your rational, conservative moments, you can think of a million reasons



LATITUDE JR

you worked your way onto bigger boats. You did all the local races, and have been around the Farallones a half dozen times in all kinds of weather. Maybe you've done a Catalina Race or a Cabo Race — “been there, done that, checked it off the list,” as the Kiwis say.

Looming large on your personal checklist is the next step, the Big One: to race across an ocean. On the West Coast, that can only mean one thing — the quintessential 2,200 mile downwind slide to Hawaii. So what if it's really only half an ocean — you've dreamed about doing a TransPac for years. You just can't shake that vision of endless

“Take everything  
you need and  
nothing you don't.”

surfing in balmy tradewinds, each day bringing you closer to paradise. It hits you like a ton of bricks: everything you've learned about sailing has been leading up to this moment. You've got to do a TransPac soon, if only just to get it out of your system and off your mind.

Sure, you may not be the best sailor that

A kiss “isn't just a kiss”, not when you've just raced singlehanded to Hawaii. Jerry Huffman and his wife, Cinny, in 1986

not to undertake such a huge project — it's too expensive, it takes you away from work and the family for too long, you don't have a clue how to go about it, and so on. But the other side of your brain, the more passionate side, keeps reminding you that if you wait for the perfect day and circumstance, you'd never do anything. Over beers, you and your racing buddies decide to go for it — sure it's risky business, but sometimes you've got to say what the fu...er...heck.

The first decision you're faced with is which TransPac to enter. What kind of boat you're sailing and how many crew you want (or don't want) to take will play a major role in deciding which TransPac is for you. The “classic” TransPac — the biennial grand prix IOR event which has run 34 times between Los Angeles and Diamond Head — doesn't take place again until 1989. It's the most famous of the various options, but it might be a little too intense for your first trip “across the pond”. Besides, you want to go sooner. As it turns out, luck is with you: there are four TransPacs to choose from this summer.

**The West Marine Pacific Cup**, July 4, San Francisco to Kaneohe Bay, Oahu. This race offers something for everyone as long as your boat's over 27 feet LOA: PHRF (less

than 180), PHRF doublehanded, IMS, and IOR (21.5 to 70). Billed as “the fun race to Hawaii”, this biennial event dates back to 1980. *Merlin* has finished first in each race, and holds the record, set in 1984, of 9 days, 7 hours, and 49 minutes for the 2,126 mile course. Practical trophies for every imaginable category will be awarded.

**The Long Beach to Kauai Race**, June 25, Long Beach to Nawiliwili (Kauai). This will be the first running of this event, which is open to IOR and PHRF yachts. Starting earlier than the Pacific Cup, this 2,390 mile race hopes to act as a feeder race for California entries in the July 30 Kenwood Cup. *Cheetah*, a Peterson 66 sled owned by race committee chairman Phil Murray, is the first entry.

**The Vic-Maui Race**, June 25, Victoria, British Columbia, to Lahaina, Maui. Three IOR divisions for boats with rated water line lengths greater than 27 feet. Limited to 35 IOR yachts as that's about all that Lahaina can accommodate. *Merlin*, sailing in its turbo mode (long poles, big kite, 84.8 IOR rating) set the record in 1978: ten days and two minutes for the 2,308 mile course.

**The Singlehanded Transpac**, June 25, San Francisco to Hanalei Bay, Kauai. Sponsored by the San Francisco-based Singlehanded Sailing Society in even-numbered years, this race attracts a small



SHIMON VAN COLLIE



# 'THE BIG ONE'



The essential of every good TransPac run: a bottom as smooth as a newborn baby's behind

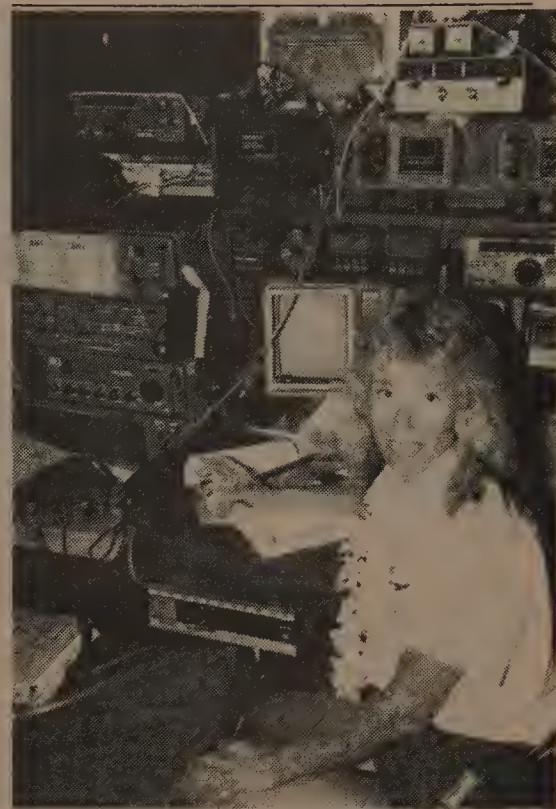
fleet of hardy sailors sailing a wide variety of boats. The monohull record, set in the inaugural race in 1978, is still held by Norton Smith. He sailed his Santa Cruz 27 *Solitaire* across in 13 days, 2½ hours. The multihull record — 10 days, 10 hours — was set in 1986 by the Australian based trimaran *Bullfrog Sunblock*.

Once you've decided which race is for you, the real work begins. On any of these undertakings, the actual race is the icing on the cake. The cake — the foundation that the icing rests on — can be summed up in a word: preparation. The old sailing cliché about races being won or lost at the dock is never truer than when applied to a TransPac. Once you cross the starting line, you're into the easy part, the fun stuff you've been fantasizing about for the last few years. In the meantime, you need to get yourself, your crew, and your boat organized.

Where to begin? There's an avalanche of books — some better than others — on the subject of ocean racing, boat preparation, and the like. While many make worthwhile reading, we'd suggest that the first thing you read is the race packet. In there, you'll find the dates of the events surrounding the race, minimum equipment requirements (the requisite ORC category), and other important information.

After that, it's time to draw up a list of priorities. Responsibilities and due dates should be assigned, and the list should be mailed to all crewmembers. Making a list and checking it twice may sound like something only Santa Claus does, but it can't be stressed enough. Lists, crew letters, and regular crew work parties and dinners all serve to keep everyone on top of the project

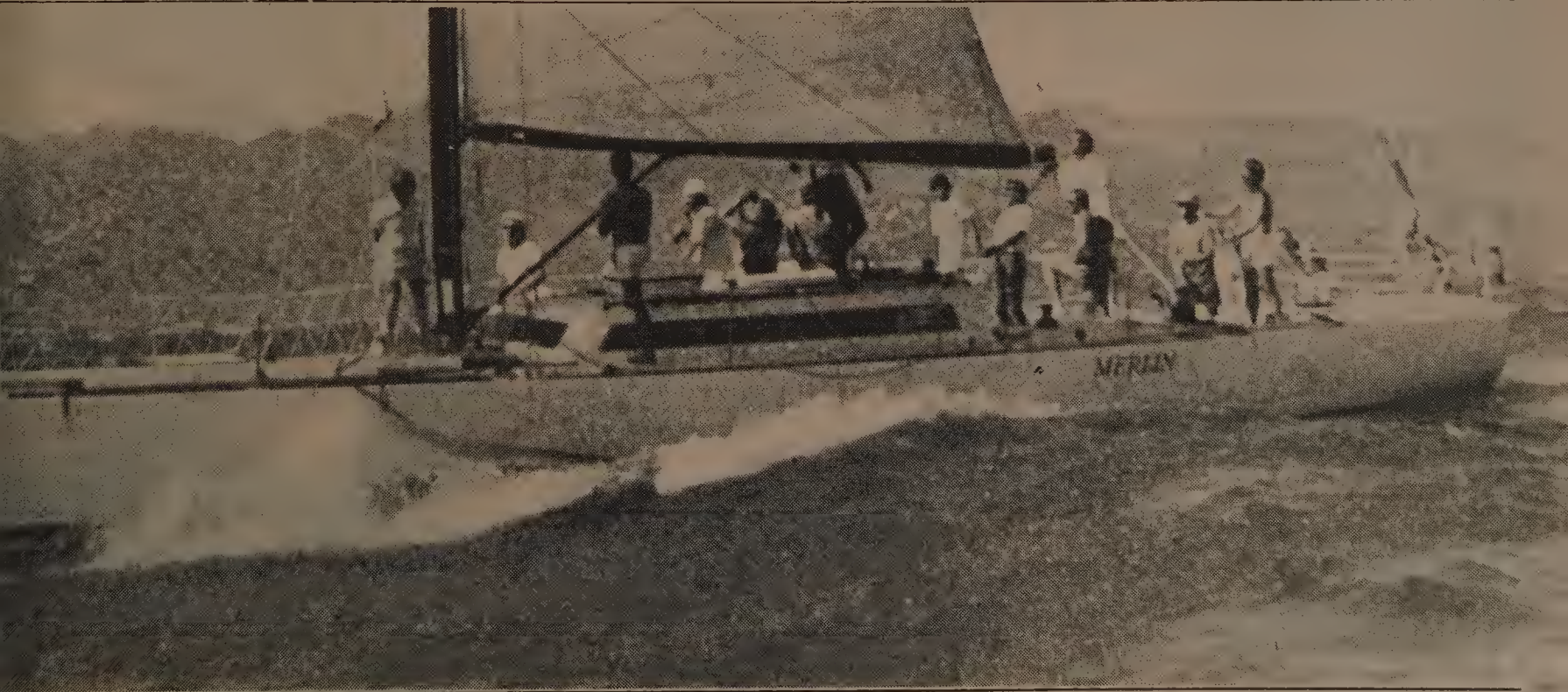
'Merlin', the original maxi sled, remains the undisputed champ of all three crewed TransPacs



Some boats have nav stations that look like marine electronics stores. Is the extra weight and expense justified? Your decision

as well as to boost crew morale. There should be no surprises!

What should be on the list? TransPac veteran Hiram Gunn recently addressed that question at a well-attended TransPac seminar put on by the Pacific Cup (incidentally, these seminars, as well as those of the Singlehanded TransPac, are worth going to even if you can't make it to Hawaii this summer). "At the top of the list — in big bold letters — write 'Take everything you need, but





# IDIOT'S GUIDE TO



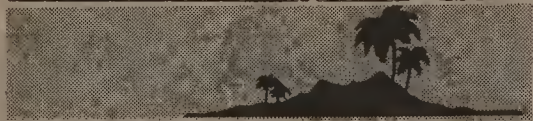
LATITUDE JR

nothing extra'. It's a downwind race: saving weight is the key," says Gunn. He broke the list into five categories: rigging, electronics/navigation, the boat itself, sails, and safety.

Before we get into those specifics though, if you're planning to race your boat across an ocean, you have to go through it as you never have before. Plan on going through every inch of it, from the chain locker to the fuel tank vents, to insure that everything works. A good way to begin getting your boat ready is to take everything off that's not bolted down. Then, using the following quick and dirty checklist, you can begin to put her into the TransPac mode.

**Rigging.** On a TransPac, chafe is the enemy. Spinnaker halyards and guys can get munched after only a day or two if you don't take precautions, such as taping or filing sharp corners, leathering spreader tips and the ends of the guys, and the like. Moving the spinnaker halyard an inch or two when the watches change is a good way to avoid chafing through the halyard where it exits from the mast. Going up the rig periodically to check for wear and tear is also recommended.

Of course, the best defense is a good offense: start the race with new gear if possible. Pull the rig if it's old and check it. If the standing rigging's much older than ten years, replace it (five years would be a better rule of thumb if you can afford it). Running rigging should be limited to two external halyards,



preferably made of Spectra (a high-tech synthetic line); two galvanized wire jib halyards, ideally one size bigger than usual (in an effort to save weight aloft, hardcore racers replace these heavy halyards with messengers when they hit the trades); three new afterguys, again preferably of Spectra; three (hopefully)

If your rigging looks like this, you're not ready to start any TransPac.

new dacron spinnaker sheets; two jib sheets, two light air spinny sheets, and one blooper/staysail sheet. The topping lift and foreguy should be lightweight kevlar.

Right about now, that little voice is screaming "too expensive!" again. But compared to the overall cost of a TransPac, rigging is relatively cheap. So if you go, don't skimp in this department! When things break during those inevitable late night squalls, expensive and potentially dangerous chain reactions often occur.

**Electronics/Navigation.** Loran stops working on the fourth day out. And because you approach Hawaii in a Loran "dead zone", it will not function there either. A sextant is part of the gear you're required to take, and of course it's nice to know how to use it. But SatNav is your best option. According to Gunn, the most important weapons in your electronics arsenal are the SatNav, a magnetic wind indicator, and a weatherfax. You can get to Hawaii with much less: indeed, there are stories of sailors finding the islands by following jet contrails or homing in on Honolulu by picking up hula music on AM radio stations.

The SatNav and weatherfax allow the navigator to do his job virtually instantaneously instead of taking all day getting fixes, listening to radio weather reports — and then plotting them. Figuring out the best way around the Pacific High is hard enough even with immediate access to information. While it's vital to appoint one person as your navigator, modern instruments allow that person to be a contributing member of the crew as well. Taking a minimum of crew (not to mention their gear, extra food and water, and more safety gear) keeps the weight down — remember rule number one!

The magnetic wind indicator picks up subtle shifts in the wind that tired or less ex-

perienced helmsmen might miss. "How low can you go?" is the game you play to win downwind races — sailing low and fast, often by the lee, requires not only a delicate touch but some feedback from the instruments. "Mag wind" can be worked out manually, but it's a chore and you're always a bit behind it. Knowing the magnetic direction of the wind helps you stay on the favored jibe: if the wind's steady, sailing less miles is the way to win the race.

The minimum equipment list will generally dictate certain other required navigation and electronic gear: a radio, compasses (remember to get them swung), speedo (remember to calibrate it) and more. Again, read the instructions.

**The Boat.** To get the most out of your boat, the underbody must be as smooth as a baby's bottom. Sanding, fairing, sanding, fairing, and sanding, sanding some more isn't much fun, but it makes your boat fast and you won't have to go to your aerobics class for at least a week. All leaks should be fixed ahead of time — it's a downer when the inside of the boat is wet. It's also hard to fix leaks underway (caulking won't work on a wet surface; chewing gum actually works better). Winches and other deck hardware



LATITUDE RICHARD



should be lubricated before the race.

Going over the engine and the electrical system is all-important. Have a mechanic service your engine before you leave and ask him to make up a small repair kit for you (spare belts, an impeller, extra oil, etc.) The TransPac isn't just sailing: you need your engine running anywhere from two to four hours — out of gear, obviously — a day to replenish your batteries. Ask anyone whose engine has conked out in a long distance race: it's a drag. Without juice, you're pretty well out of the race, and to add insult to injury, you get penalized in a TransPac for not radioing in your daily position.

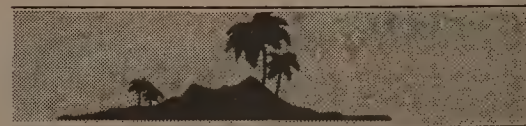
A battery is like a piggybank: you can only take out so many amps before you need to put some back in. To put amps back in the bank takes an engine, and engines take fuel — which once again represents weight. Figuring out how many amps you need in a 24-hour period (Do you really need a freezer instead of dry ice? Can we leave the stereo turned off? Are the running lights the minimum wattage allowable? Can the crew use "bite lights" instead of cabin lights at night?) dictates how much fuel you need to carry. Solar panels are another alternative, especially if you have a boat without an inboard engine.

Calculating water usage, and keeping extra water to a minimum, is equally important. Again, figure out how much your crew should consume in a 24 hour period and plan accordingly. Many boats carry extra water in their starboard (weather) tanks for the first several days of reaching before the kites go up. The water is traditionally used for showers — always a morale booster — on about the third day out. The practice of carrying water in tubes above the starboard aft pipe berths, such as several Express 37's did in the 1987 TransPac, is apparently going to be outlawed. Also under consideration is a way to disallow excessive heel to starboard when a boat is sitting at the dock in TransPac trim.

Be sure to check every system on your boat — the head, the hydraulics, the stove, you name it. Don't change anything at the last minute if possible — the cook on a boat in a recent TransPac tried out the new stove for the first time on the first night out. Something was wrong with it, and he nearly burned the boat down. They had to use a sea-swing mini-galley to "cook" the rest of the way.

Was your boat designed in the 60's? If you sail her well, she can still win pickle dishes under a variety of handicap systems.

Remember all that stuff you took off? When putting back on the essentials, heavy items and consumables should be loaded to starboard. The really gung-ho boats bring only enough sleeping bags for the off watch; crewmembers are encouraged to share seaboots, Walkmans, and even books. (We draw the line at sharing toothbrushes.) The reason? As much as to eliminate clutter as weight — boats have a nasty habit of shrinking after a week or so. Anyway, common sense is the key here — don't forget a generous supply of silver tape and flashlight batteries! And don't leave home without silverware, as one grand prix yacht did recently.



**Sails.** The basic rule here is to bring as many kites as you can beg, borrow, or steal; ration the jibs. Obviously you want these sails to be in decent shape; the newer the better. Most sailmakers agree that the following is an ideal TransPac inventory: a "chicken" chute (i.e., a cut down storm chute), a full 1.5 ounce workhorse, two .75 ounce kites (the debate rages over the merits of nylon vs. the new "plastic" kites made out of mylar and Trilon; in a perfect world bring one of each), a .5 ounce spinny, and a





# IDIOT'S GUIDE TO 'THE BIG ONE'

blooper.

Add to that the following white sails: a light #1 (make that a medium #1 if you've got a heavy displacement boat), a #3, a jib top, a daisy staysail, a genoa staysail, a storm jib, and of course a mainsail. Because you'll be sailing with a smaller crew — remember, on a downwind race you don't need those extra bodies on the rail — you're better off switching to a smaller headsail if the wind comes up. Leave the big heavy jibs at home.

Chances are you'll blow up some sails (the TransPac record for blown chutes is 15, including 7 in one hour, set by *Monsoon* in 1934), so you'll need a good sail repair kit. At a minimum it should include needles, thread, wax, a palm, scissors, and miles of stickback, both in rolls and in sheets. Ask your local sailmaker what else you might need — most sailmakers are happy to whip up a kit for you. Don't forget a magic marker, and don't be bashful about writing all over every corner of each sail and it's turtle or bag. You can make some pretty dumb mistakes at two in the morning; labelling things clearly will help avoid these screw-ups.

**Safety.** As the expression goes, safety at sea is no accident. Like the Boy Scouts, you should "be prepared", but there's no substitute for experience and common sense. The race instructions list certain required medical and safety equipment; it's up



The Pioneer Inn at Lahaina, a great place to knock back a couple of drinks after the Vic-Maui race.

to you to know how to use it. Practice man-overboard drills (broach the boat as soon as someone's in the water); assemble and try



First time TransPac-er Ralph Morganstern's night-time finish. He took third in class.

out your emergency steering system (some ideas, like hose-clamping floorboards to the spinnaker pole for a "rudder", will absolutely not work); make rules about using harnesses and the like, and talk through each possible disaster (dismasting, abandoning ship, etc.) Assign a person to be in charge of safety and ask him to post a diagram of where all the safety gear is located on the boat.

Buy, borrow or rent a good liferaft early. They're getting harder and more expensive to rent lately because of the liability issue. Don't skimp on the raft — or for that matter harnesses, EPIRB's, flares, or *any* safety gear. If you ever have to use it, you'll be glad you've got the best. In addition to the required gear, it's a good idea to bring a few other items, such as a two-piece spinnaker pole splint, a drill, and a banding tool. You should start the race with two spinny poles; these items will give you the technology to repair them if you inadvertently turn them into aluminum pretzels.

**T**he above list is hardly exhaustive, but hopefully it'll help you start to get organized. Some of the items on the list may be a little too high-tech or pricey for you (Gunn, a real hardball player, can get a little carried away), so do it your way. As Hiram himself is fond of saying, "It's a big ocean; there's room for all kinds of boats and people."

And if there was ever a summer when there was a TransPac for every budget and

every kind of sailing — well, this is it. Early entries in the Pacific Cup reflect the wide variety of approaches you can take: a Liberty 54 from Seattle whose owner has never raced; a Ranger 30 that doubles as a liveaboard; the Luffe 44 *Ursa Major* (ex-*Maryjane*) is being sailed by cadets from the Vallejo Academy; *Sorcerer*, an older half-tonner will sail with a full crew; Bill McCluen will race his high-tech Mull 30 *Sparky* in the doublehanded division; and so on.

So what are you waiting for? Pick up the phone and ask for your race packet now. Call (415) 331-2236 for details on the Pacific Cup. Or, ask for Phil Murray at (714) 964-7680 to get more on the Long Beach to Kauai Race. John Macfarlane, at (604) 669-3343, can fill you in on the Victoria-Maui Race. And, last but not least, Peter Hogg or Shama Kota at (415) 332-5073 will gladly help you enter the Singlehanded TransPac.

You won't regret it. Ask anyone who's done a TransPac — it's the ultimate race. "The challenge, the camaraderie, the accomplishment — that's what the TransPac is all about," says Hiram Gunn in one of his more philosophical moments.

The next time we corner that guy, we'll pick his brain about strategies and tactics in the TransPac, downwind driving, crew selection, watch systems, food preparation, and a whole lot more that we didn't get into this time around.

In the meantime, get to work preparing your boat. Remember, getting to the starting line is half the fun. The other half of the fun — the TransPac itself — will be the adventure of a lifetime. Aloha!



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For program information and slip availability contact: Harbormaster, San Diego Marriott Marina, 385 W. Harbor Drive, San Diego, CA 92101-7709, (619) 230-8955 and (800) 351-3600.

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## Partial 1988 "Bare Boat" Racing Schedule

Date(s)	Event:	Miles:	Fee:
Apr 11-17	ULDB Pro Series in Long Beach	25	\$ 2,500
Apr 16-17	Marina del Rey to Newport	75	\$ 1,300
Apr 19-20	Channel Islands (Ventura) to Newport	120	\$ 1,650
Apr 22	Newport to Ensenada	160	\$ 4,500
May 14	San Diego around Los Coronados Islands	40	\$ 1,300
May 27	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May 28	Los Angeles to Dana Point	40	\$ 1,300
June 4-7	Long Beach Race Week (ULDB Big Boats)		\$ 2,500
June 14	Swiftsure and Victoria B.C. to Maui	3,500	\$22,000
June 25	Channel Islands to Marina del Rey	75	\$ 1,300
June 25	Long Beach to Hawaii (Kauai)	2,300	\$20,000
July 2	Marina del Rey to San Diego	120	\$ 3,000
July 4	Oakland to Catalina (great fun)	400	\$ 5,500
July 4	San Francisco to Hawaii "Pacific Cup"	3,000	\$20,000
July 28	Kenwood Cup (Hawaii)	700	\$10,000
Aug 6	Santa Barbara to King Harbor	120	\$ 2,500
Sept 3	Long Beach to Dana Point	40	\$ 1,300
Sept 3	Ventura - Pt. Dume - Anacapa - Ventura	75	\$ 1,650
Sept 12-21	St. Francis (SFO) Big Boat Series (SC 50 Class)		\$ 4,500
Oct 2	San Diego to Ensenada (more Hussongs)	75	\$ 2,500
Nov 12	L.A. to Cabo San Lucas via Guadalupe	900	\$10,000

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# 1988 RACING

Spring springs on March 20, and with it the start of a new racing season. Yeah, we know that the "official" Opening Day doesn't happen until April 24. But March is the time when many racers start tuning up for the new season in events like the Big Daddy (March 5-6) and the Wheeler Regatta (March 19-20). And even if they don't take part in those pre-season regattas, March is none too soon to start lining up crew — or for prospective crews to start finding the right boat.

One of the easiest places we know to do either is right here. Our Racing Crew List has led to many mutually beneficial and satisfying (and a few winning) racing seasons for both owners and crews — as well as to many lasting friendships. And all that in a fraction of the time it sometimes took in the past to get on a boat, or to finally find a dependable crew. We don't mind saying we're pretty proud of that. But rather than wax eloquent about our considerable wonderfulness, how about if we just offer the 1988 Racing Crew List for your perusal.

Here's how it works. The names and phone numbers on these pages were sent in on Crew List forms from our January and February issues. They were filled out by both individuals and couples looking for boats or crew for the racing season. (A similar Crew List for cruisers, daysailors and charterers will appear in the April issue.) The publication of these names completes step two of the process. To complete the third and final step of using the Crew List, simply start calling phone numbers in the appropriate category and arrange what you can.

As you can see, a shaded "Code" box appears at the start of each category. In it, you'll find numbers corresponding to, in the case of "Crew Looking for Boats," what types of races the person wants to do; what size boats he/she wants to do them on; skill level; and any special talents or extra work he/she can donate to the effort. A code box for boat owners gives similar information, as well as the type of boat the person owns. Numbers corresponding to this information follow each entry. Participants' age and phone number also appear with each name.

For example, if you're a crew looking for a boat, you read the "Men Looking for Racing Crew" entry **Bill Bligh, 43, 555-1234, Pitcairn 35** . . . plan 1, 2, 6/want 1, 3/for 3 like this: Bligh is the 43-year-old owner of a Pitcairn 35. He plans to race the boat very seriously in the Bay, and on the Oakland to Catalina race in July. He wants experienced crew that will consistently put out 100 percent. He can be reached at the phone number listed.

One of the least likely candidates to call him (or for him to call), much less to crew on his boat, is **Fletch Christian, 29, 555-4321** . . . want 1/prefer 1/exp 1/will 1, 2. Fletch wants to race on the Bay, all right, but in boats under 30 feet. Also, he has less than one year of racing experience. Although he's willing to help in other facets of boat maintenance, he's in it for the fun and the experience, not to win at all costs. Besides, he doesn't like skippers who bellow orders at the top of their lungs — and from reading this entry, he decides you can hear Bill in Oakland when he's rounding Harding Rock. He crosses Bill Bligh off his list of prospective skippers. Farther down, he finds a listing more to his liking. He calls the number and gets invited to go sailing with that skipper's regular crew that weekend.

And so it goes.

Now, helpful hint time. To make the most of phone calls, heed the following do's and don'ts:

✓ Don't call anyone before 6 a.m. or after 10 p.m. and expect to make points.

**IMPORTANT NOTE:** *Latitude 38* offers the Crew Lists as advertising supplements only. We neither make nor imply any guarantee, warranty or recommendation as to

✓ Don't call anyone for the first time the night before or morning of a race and expect results.

✓ Do be honest about your abilities and skill level. If you don't know what you're talking about, someone who does can recognize it instantly.

✓ Don't be biased toward a specific sex or age bracket. Every boat can use a rail Rambo or two, but don't overlook the excellent abilities of women or the steady hand of experience of an older sailor. Give everyone a chance.

✓ Do be realistic about the commitment involved in a racing season if you're a crew looking for a racing boat. Most classes run a minimum of 10 to 12 races through the summer season, and a racing skipper has enough to worry about on the water without having to deal with crew who are consistently late or don't show up at all.

✓ Do call women in the interest of sailing; not dating. Although this hasn't proved as much of a problem in the past couple of seasons, there are still a few diehards who persist in bothering women listees for nonsailing dates. That's the reason we list most women by first name only. It's true that many of the women who crew or race these days can sail the pants off many of the men, but that's about as promiscuous as it gets. So keep it clean, guys.

✓ Do be aware that *Latitude 38's* role in the Crew List ends on these pages; and don't make any calls until you read and understand the disclaimer we're legally required to run to that effect.

By the way, the people listed on these pages paid a small advertising fee to be included here. If you were too late or procrastinated too long to be included, you are still welcome to use the lists, provided you, too, read and understand the boxed warning. You are also invited to attend one or both of the Crew List parties held in mid April, but that's where the free ride ends. Folks able to point their names out in either this or the April issues get in free. All others pay at the door: \$5 for crew looking for boats; \$1 for boat owners.

The Marin Crew List Party takes place on April 13 at the Corinthian YC in Tiburon. The East Bay Crew List Party gets going the next night, April 14, at the Metropolitan YC in Oakland. Both parties run from 5:30 to 9 p.m., and generally include free munchies and t-shirt door prizes, neither of which last long, so get there early. Both clubs will have a no-host bar open.

The Crew List parties are meant to be user-friendly places where you can meet your prospective skipper and/or crew in a neutral, no-pressure environment. Or if you haven't yet made that contact over the phone, you can look for the right crew or boat owner. The important thing is to dress casual, be yourself and remember honesty, enthusiasm and a willingness to learn are just as important — and sometimes more so — as skill level.

Good luck and good sailing. And when you're out there racing 'round the buoys this summer and our well-used photoboot, *38 Special*, grumbles alongside, be sure to wave and smile.

Click. Gotcha!



the character of individuals participating in the Crew Lists or the condition of the boats. You must judge those things for yourself.

## RACE BOATS LOOKING FOR CREW

### MEN LOOKING FOR RACING CREW

L. Marovelli, 37, (415) 334-1387 eves. San Francisco. Pretorien 35 ..... plan 1,2 / want 1,2 / for 1,2.  
Karl Dake, 33, (415) 525-4136. Catalina 27 ..... plan 1 / want 1,2 / for 2.  
Dick Desmarais, 43, (408) 255-6279 eves. Express 37 ..... plan 1 / want 3 / for 3.  
Bob Mitchell, 41, 456-2336. Etchells 22 ..... plan 1 / want 3 / for 2.  
Paul Dombey, 53, (415) 435-3286, 11 Toyon Ave., Belvedere, CA 94920. Knarr 136 ..... plan 1 / want 3 / for 2.  
David Benefiel, 38, 381-1832. C&C 35-III ..... plan 1,2 / want 1,2 / for 2.  
Richard K. Leute, 49, hm: (415) 965-0176; wk: (415) 853-6030. Santa Cruz 50 ..... plan 2,5,6 / want 3 / for 3.  
Roger Miller, 50, 424-8505, 6355 Riverside Bl., Sacramento, CA 95831. Cal 2-27 ..... plan 1 / want 1,2 / for 2.  
Ward Johnson, 60, 522-5393; 494-6660. Pearson 26 ..... plan 1 / want 1 / for 1,2.  
Tom Carlson, (415) 365-1908 eves. J/35 ..... plan 1,2 / want 2 / for 2.  
Ron Lee, 40, (408) 225-0311. Capri 30 ..... plan 1,2,3 / want 1,2 / for 1,2.  
John Todd, 47, wk: (707) 253-3737; hm: (707) 252-8205. Express 27 ..... plan 1 / want 2,3 / for 2,3.  
San Francisco Soling Fleet, 25-60, 648-8051, 675 Hampshire, San Francisco, CA 94110. .... plan 1 / want 1,2,3 / for 1,2,3.  
Don Payan/Dennis Jermaine, 39, wk: 476-9893; hm: 375-1354. IOD No. 83 Undine ..... plan 1 / want 1,2 / for 2.  
Jeff Winkelhake, 40, 420-3202. Beneteau 46 ..... plan 1 / want 2,3 / for 1,2.  
Bob A. Dries, 43, (415) 864-8522, 1250 Masonic, San Francisco, CA 94117. Columbia 36 ..... plan 1 / want 1,2 / for 2.  
Russell Breed, 34, (415) 973-4637. Day Sailer I ..... plan 1 / for 1,2.

## "WANT CREW" CODE

If we plan to race:

- 1 = Bay
- 2 = Ocean
- 3 = TransPac (July)
- 4 = Mexican Races
- 5 = Catalina Race (July)

If we want to crew:

- 1 = That will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared silly.
- 2 = With at least a full season racing experience.
- 3 = With over 3 years experience.

If we race:

- 1 = Beer cans casually for relaxation.
- 2 = Pretty seriously. Why else make the effort?
- 3 = Very seriously. I don't like to lose.

Michael Hickey, 30, 752-4994, 3860 Sacramento St., San Francisco, CA 94118. Ericson 23 ..... plan 1 / want 1 / for 1.  
David Sutton, 50, Schoonmaker Pt. Marina, Sausalito. C&C 38 ..... plan 1 / want 1 / for 2.  
Harry Allen, 48, (415) 388-6531. Express 27 ..... plan 1 / want 1,2,3 / for 2.  
Chip Edin, 44, 930-7734. J/24 ..... plan Delta / want 2 / for 2.

Mike Borgerding, 40, 655-7115 eves. Pearson Triton 28' ..... plan 1 / want 1 / for 1,2.  
Fred Voss, 40, 484-2773 hm; 748-3060 wk. Express 34 ..... plan 1,2,6 / want 3 / for 3.  
Matt Carter & Jon Carter, 28 & 27, (408) 354-3448 or (408) 354-7580, 66 Ellenwood Ave., Los Gatos, CA 95030. Catalina 30 ..... plan 1,2,6 / want 1,2 / for 3.  
Allen Belcher, 33, (408) 847-1025. FJ ..... plan 1 / want 1 / for 2.  
Gordon Cox, 43, (916) 756-7273. Centurion 42 ..... plan 1 / want 2 / for 2.  
Bill Royall, 43, 897-0461. Rhodes 19 ..... plan 1 / want 1 / for 3.

### WOMEN LOOKING FOR RACING CREW

Laurie Thomas, hm: 571-8461; wk: 342-1800. Santana 35. .... plan 1 / want 1 / for.  
Anna, 40, 530-7838 hm. Ranger 23 ..... plan 1 / want 3 / for 2.

### COUPLES LOOKING FOR RACING CREW

Gary & Anne Hausler, 40, (415) 522-7053. Catalina 27 plan 1 / want 1,2 / for 1,2  
Bill & Carolyn Thurman, 33, (408) 779-1950. Olson 25 plan 1 / want 2 / for 2.  
Randy & Ann Broman, 45, (415) 552-6246, 60 Pierce St., San Francisco, CA 94117 ..... plan 1 / want 2 / for 2.  
Bill & Gayle Permar, 45-3311. Custom NZ 42 ..... plan 2,4 / want 2 / for 2.  
Franz & Marion Klitzka, 56, wk: (707) 644-0456; hm: (707) 642-1589. Santa Cruz 27. .... plan 1,2 / for 2.

## CREW LOOKING FOR RACING BOATS

### MEN TO CREW ON A RACING BOAT

Larry Nelson, 26, (415) 680-0467 ..... want 3,4 / prefer 1,2 / exp 3 / will 1,5,6.  
Doug Moore, 42, hm: (415) 521-1315; wk: (415) 871-0280; 2941 Otis Dr. #234, Alameda, CA 94501 ..... want 3,4,5 / prefer 2 / exp 3 / will 1,2,3,4,5.  
Karl Dake, 33, (415) 525-4136 ..... want 3,4,5 / prefer 2 / exp 3 / will 1,3,5,6.  
C.J. "Skip" Newell, 44, (415) 724-4964 ..... want 1 / prefer 1,2 / exp 1 / will 1,2,3,6.  
Steve Grant, 30, (415) 484-4154 ..... want 1,2,4 / prefer 2 / exp 2 / will 1,2,3,6.  
John Campbell, 29, (415) 431-7786, 113 Webster, San Francisco, CA 94117 ..... want 3,5 / prefer 2 / exp 2 / will 3,5.  
Poi Chin, 36, (415) 282-3041 ..... want 3,4,5 / prefer 2 / exp 3 / will 1,2,3,4,5.  
Gene Bennett, 31, 343-6415 ..... want 1 / prefer 1,2 / exp 1 / will 6.  
Kevin L. Mullnix, 32, (707) 664-1354 ..... want 1,2 / prefer 1,2 / exp 1 / will 1,3,6.  
Tom Thompson, 37, (415) 820-5343 ..... want 1,2,3 / prefer 2 / exp 3 / will 3,4,5,6.  
Kevin Dougherty, 38, 556-7330 days; 381-0316 eves/weekends ..... want 1,2 / prefer 1,2 / exp 2 / will 1,2,3,4,5,6.  
Jeff Dellapenna, 31, (916) 442-8842, 2620 I St., Apt. D, Sacto, CA 95816 ..... want 1,2,3,4,5 / prefer 1,2,3 / exp 1 / will 1,2,3,6.  
John Ulrich, 450 Silver Ave., San Francisco, CA 94112 ..... want 1,2,3 / prefer 2 / exp 1 / will 1,2,3.  
Tim Shackelford, 28, (707) 527-6251 ..... want 1,2,3 / prefer 2 / exp 1 / will 1,3,6.  
Lane Sykes, 39, (916) 366-8079, PSC Box 55278, Mather AFB, CA 95655 ..... want 1,2 / prefer 1,2 / exp 2 / will 1,5,6.  
Roger Miller, 50, 424-8505, 6355 Riverside Bl., Sacramento, CA ..... want 2,4 / prefer 2 / exp 2 / will 1,2,6.  
Don Bailey, 24, 454-2565, 3411 Kerner Blvd. #10, San Rafael, CA 94901 ..... want 1,2 / prefer 1 / exp 1 / will 1.  
Dale Torres, 39, (408) 578-4031, 93 Coburn Ct., San Jose, CA 95139 ..... want 1,2 / prefer 2 / exp 2 / will 1,2,6.  
Kevin A. Walsh, 38, 346-1486, San Francisco ..... want 1,3 / prefer 2 / exp 1 / will 1,2,3,5.  
Bill Lindsay, 45, (415) 965-4047 ..... want 1,2 / prefer 1 / exp 1 / will 1,3,5,6.  
Herman Miller, 62, (209) 948-3111, P.O. Box 1769, Stockton, CA 95201 ..... want 1,2,3,4,5 / prefer 2 / exp 2 / will 4.  
Glen, 30, (415) 689-8217 ..... want 1,2,3 / prefer 2 / exp 3 / will 1,3,5,6.  
John P. Chille, 40, (408) 354-3182 ..... want 1 / prefer 1,3 / exp 2 / will 1,2,3,4.  
Michael Heiner, 29, 499-8575 ..... want 4 / prefer 2 / exp 3 / will 1,2,3,5,6.



# 1988 RACING



Mike Martorana, 42, 697-5685 eves. . . . want 3,4 / prefer 2 / exp 3 / will 2,3,6.  
 Jon Hansen, 42, (415) 588-6887; (415) 331-9577, 220 Lake Dr., San Bruno, CA 94066 . . . . want 1,2 / prefer 1,2 / exp 1 / will 5,6.  
 Emmanuel Uren, 52, (415) 552-2860 . . . want 1,2,4 / prefer 2 / exp 3 / will 1,2,5,6.  
 Dave Harrison, 17, (415) 846-1062 . . . want 1,2,3,4 / prefer 1 / exp 2 / will 1,6.  
 Ted Gallup, 30, 332-7453 . . . . want 1 / prefer 1,2 / exp 1 / will 2,6.  
 Mike Connor, 32, 385-1517 hm; 442-7720 wk. . . . .  
 . . . . want 1,2 / prefer 1,2 / exp 1 / will 1,2,6.  
 George Klein, 24, 346-7026, 3655 Fillmore St. #9, San Francisco, CA 94123 . . . . want 1,2 / prefer 1,2 / exp 1 / will 2,6.  
 Bernie Slabeck, 35, (415) 285-2993 hm; (415) 282-8202 wk. . . . .  
 . . . . want 4 / prefer 2 / exp 2 / will 3,5.  
 Ken Price, 35, (707) 746-7154, Benicia, CA . . want 1 / prefer 1,2 / exp 2 / will 6.  
 Len Tiemann, 51, (415) 792-1539 . . . . want 1,2 / prefer 2 / exp 3 / will 4.  
 Bill Williams, 41, (916) 786-8882 . . . . want 1,2 / prefer 2 / exp 2 / will 1.  
 John Bell, 42, (415) 947-5795, 1440 Creekside Dr. #14, Walnut Creek, CA 94596 . . . . want 1,2,3,4,5 / prefer 2 / exp 2 / will 1,2,3,4,5,6.  
 Byron R. Mayo, 36, (408) 263-8509 hm; (408) 735-5800 wk. . . . .  
 . . . . want 1,2 / prefer 2 / exp 1 / will 1,2.  
 Michael Hickey, 30, (415) 752-4994, 3860 Sacramento St., San Francisco, CA 94118 . . . . want 1,2,3,4,5 / prefer 1,2 / exp 2 / will 1,2,3,5,6.  
 Doug Van Buren, 45, (707) 546-6316, 677 Camino Ct., Santa Rosa, CA 95401 . . . . want 1 / prefer 2 / exp 2 / will 1,5,6.  
 John, 30, (415) 656-4542 . . . . want 1,3,5 / prefer 2 / exp 2 / will 1,3,5,6.  
 Steven Eldred, 27, 625-4973 . . . . want 1 / prefer 1,2 / exp 1 / will 5,6.  
 John Sichel, 25, (415) 349-6040 hm; (415) 282-9310 wk. . . . .  
 . . . . want 1,2,3 / prefer 1,2 / exp 2 / will 2,3,5.  
 James Mello, 30, (408) 338-7160, P.O. Box 432, Aptos, CA 95001 . . . . .  
 . . . . want 1,2,3,4,5 / prefer 2 / will 1,3,4,5.  
 Eric Isaacson, 31, (415) 878-7992 . . . want 2,3,4 / prefer 1,2 / exp 2 / will 1,5,6.  
 Andrew MacKay, 28, 892-4284, 697 Orange Ave., Novato . . . . .  
 . . . . want 1,2 / prefer 2 / exp 3 / will 1,2,3,5,6.  
 Larry Young, 35, (415) 564-3901 . . . . want 1,2 / prefer 1 / exp 3 / will 3,4,5,6.  
 Michael Moore, 24, 991-2614, 187 School St. #101, Daly City, CA 94104 . . . . want 1,2,4 / prefer 1,2 / exp 1,2 / will 1,2,6.  
 Rick Gordon, 46, (415) 283-7363 want 1,2,4,5 / prefer 1,2 / exp 2 / will 1,2,4,5,6.  
 Steve Balinski, 30, (408) 946-6445 . . . . want 1 / prefer 2 / exp 2 / will 1,3.  
 Denis Halliday, 41, (415) 843-2493, 1831 Arch St., Berkeley, CA 94709 . . . . .  
 . . . . want 2,3 / prefer 2 / exp 1 / will 1.  
 Ray Prendergase, 63, (408) 866-8939, P.O. Box 7272, San Jose, CA 95150 . . . . want 1 / prefer 1,2 / exp 1 / will 1.  
 Michael Commins, 22, 865-0234 message . . . . .  
 . . . . want 3,4 / prefer 1,2 / exp 3 / will 1,3,5,6.  
 David A. Webster, 37, (415) 790-1850, 3698 Turner Ct., Fremont, CA 94536 . . . . want 1,2 / prefer 2 / exp 1 / will 1,2.

Joseph A. Schmidt, 44, (415) 875-3404 days, 512 Compass Dr., Redwood City, CA 94065 . . . . want 1,2 / prefer 2 / exp 3 / will 1,5,6.  
 Steven Johnson, 40, 989-6714 hm; 398-7141 wk. . . . .  
 . . . . want 1,2 / prefer 2 / exp 3 / will 1,2,3,4,5,6.  
 Sean & Greg McCuen, 17/17, 258-0522 want 1,2,3 / prefer 1 / exp 1 / will 1,3,6.

## "TO CREW" CODE

### I/we want to race:

- 1 = Bay
- 2 = Ocean
- 3 = TransPac (July)
- 4 = Catalina Race (July)
- 6 = Mexico (November)

### I/we prefer:

- 1 = Boats under 30-ft.
- 2 = Boats over 30-ft.
- 3 = Dinghies

### My/our experience:

- 1 = Little, less than one full season on the Bay.
- 2 = Moderate, 2 full seasons or more, some ocean.
- 3 = Mucho, years and years, bunch of ocean.

### I/we will:

- 1 = Help with the bottom, do maintenance — anything!
- 2 = Play boat administrator, go-fer.
- 3 = Go to the masthead to retrieve the halyard at sea.
- 4 = Navigate, I've got lots of experience.
- 5 = Do foredeck, I've got lots of experience.
- 6 = Do grinding, I've got muscle.

Neal Dry, 33, (415) 648-2775; (808) 572-0438 . . . . .  
 . . . . want 2,3,5 / prefer 2 / exp 2 / will 1,2,3,6.  
 Dan Shootman, 25, (415) 785-2288 . . . want 1,2,4 / prefer 1,2 / exp 1 / will 1,2,3,6.  
 Bill Merritt, 32, (415) 388-0740; 475-0614, 339 Dolan Ave., Mill Valley, CA 94941 . . . . want 1,2,3,4,5 / prefer 1,2 / exp 2 / will 2,3,6.  
 Rick Readinger, 33, (415) 687-3760, 3051 Treat Blvd. #54, Concord, CA 94518 . . . . want 1 / prefer 1 / exp 1 / will 1,2.



Ernie, 48, (415) 493-2499 ..... want 3 / prefer 2 / exp 3 / will 2,3,4,5,6.  
 Craig Pietrow, 23, days (408) 746-6918; eves. (408) 423-7663 .....  
 ..... want 1 / prefer 1,2 / exp 2 / will 3,6.  
 Allen Belcher, 33, (408) 847-1025 ..... want 1,2 / prefer 1 / exp 2 / will 1,2,3,5,6.  
 Steve, 29, (415) 547-4800 ..... want 1,2,3,4,5 / prefer 2 / exp 2 / will 3,4,5,6.  
 Roger Rudoff, 26, (408) 738-2183 eves; (415) 965-8887 days .....  
 ..... want 1,2,4 / prefer 1,2 / exp 2 / will 3,5,6.

## WOMEN TO CREW ON A RACING BOAT

Anna, 40, 530-7838 hm. .... want 1,2,3,4,5 / prefer 1,2 / exp 2 / will 3,5,6.  
 Alise, 285-8558 ..... want 1,2,4,5 / prefer 1,2 / exp 1.  
 Sandy, 47, (415) 387-2000 wk; (415) 386-1059 hm. ....  
 ..... want 1 / prefer 1 / exp 2 / will 1,2,6.  
 Denise, 40, 731-8850, P.O. Box 27579, San Francisco, CA 94127 .....  
 ..... want 1,2 / prefer 1,2 / exp 1 / will 1,2.  
 Cathy, 28, (415) 278-2282 ..... want 1,4 / prefer 2 / exp 2 / will 3,5.  
 Alice, 32, (415) 661-9072 ..... want 1 / prefer 1,3 / exp 1 / will 1,3.  
 Carol, 37, (415) 935-9424 ..... want 1,2,3,4,5 / prefer 1,2 / exp 2 / will 1,2.  
 Louise, 37, (408) 275-9964, 319 N. 3rd St. #2, San Jose, CA 95112 .....  
 ..... want 1,2,3,4,5 / prefer 1,2 / exp 2 / will 1,2,5,6.  
 Linda, 38, (415) 986-0466 ..... want 1,2 / prefer 2 / exp 2 / will 1,2.  
 Samantha, 29, (415) 925-9347 ..... want 1 / prefer 1,2 / exp 1 / will 1,2.  
 Liberty, 28, (415) 386-6934 ..... want 1,2 / prefer 1,2 / exp 2 / will 2.  
 Marilyn, 47, 383-8218 ..... want 1 / prefer 1,2 / exp 2 / will 3,4,5,6.  
 Alexandra Dixon, (415) 563-3036, 1665 Chestnut St. Box 106, San Francisco,  
 CA 94123 ..... want 1,2,4,5 / prefer 1,2,3 / exp 1 / will 1,2,3.  
 Bonnie, 45, (415) 652-1426 ..... want 1 / prefer 1,3 / exp 1 / will 1,2.  
 Joan, 28, 528-0371 ..... want 1,2,4,5 / prefer 1 / exp 1 / will 1,2,3,6.  
 Nicki Kikes, 33, 832-2821 ..... want 1,4 / prefer 2 / exp 1 / will 1,2,6.  
 Olivia Melson, 40, (209) 931-4750 hm; 468-6202 wk. ....  
 ..... want 3,4 / prefer 2 / exp 2 / will 1,2,3.  
 Madeline, 38, c/o Co-Energy Technology, P.O. Box 5009, Mill Valley, CA

94942 ..... want 1 / prefer 1,2 / exp 2 / will 1,2,3.  
 Jody Parker, (415) 891-4542 wk; (415) 751-5483 hm. ....  
 ..... want 1 / prefer 1,2 / exp 1 / will 1,2.  
 Jill Mederios, 31, 892-5175 ..... want 1,3 / prefer 2 / exp 1 / will 1,2.  
 Donna Green, 26, (415) 841-8506, 2247 Prince St., Berkeley, CA 94705 .....  
 ..... want 1 / prefer 1,2 / exp 2 / will 1,6.  
 Joan, 30, (415) 992-8790 ..... want 1,2,3,4,5 / prefer 2 / exp 1 / will 1,2,3.  
 Laura D. Mayo, 34, (408) 263-8509 hm; (408) 986-6249 wk. ....  
 ..... want 1 / prefer 2 / exp 1 / will 6.  
 Wendy J.R. Wilcoxon, 48, (415) 382-0930, 131 Sunrise Ln, Novato, CA 94949  
 ..... want 1 / prefer 2 / exp 1 / will 1.  
 Toni Berkeley, 44, 848-8287 ..... want 1 / prefer 1,2 / exp 2 / will 1,2.  
 Diane, 28, 387-SAIL ..... want 1,2,3,4,5 / prefer 2 / exp 3 / will 2,4,5.  
 Nancy Shipley, 49, 322-5530 ..... want 1 / prefer 1 / exp 1 / will 1.  
 Margaret, 31, (415) 931-8759 ..... want 1 / prefer 1,2 / exp 1 / will 1.  
 Jan Grygier, 31, (916) 448-0272 Sacto. (Pref. Richmond or Berkeley boat) ....  
 ..... want 1,2 / prefer 1 / exp 3 / will 1,2,3,5.  
 A. Hughes, 24, 991-2614 ..... want 1 / prefer 1,2 / exp 1 / will 1,2,6.  
 'J.J.', 22, (408) 738-3749; (415) 327-3821 .....  
 ..... want 1,2 / prefer 1,2,3 / exp 1 / will 1,2,3,6.  
 Dena, 42, (415) 945-1053, Walnut Creek ..... want 1 / prefer 1,2 / exp 1 / will 1,2,6.  
 Suzanne, 27, (415) 883-4457; (916) 753-6400 .....  
 ..... want 1,2 / prefer 1,2 / exp 2 / will 1,6.  
 Debbie, 27, (408) 435-6213 ..... want 1 / exp 2 / will 1,2,6.  
 Michelle, 35, (415) 845-6255 msg. 14412 Greenleaf St., Sherman Oaks, CA  
 91423 ..... want 1,2,4 / prefer 1,2 / exp 2 / will 1,2,3,6.  
 Brenda, 26, 1234 Dewey Ave., Los Angeles, CA 90006 .....  
 ..... want 4,5 / prefer 2 / exp 1 / will 1,3,5.  
 Linda K., 34, (707) 252-9100 wk. .... want 1 / exp 1 / will 1.  
 Marsha Babcoke, (916) 685-2112 ..... want 1 / prefer 1,3 / exp 2 / will 1,2.  
 Jane Austin, 35, 441-1317 ..... want 1,2,4,5 / prefer 2 / exp 2 / will 1,2,3.

## COUPLES TO CREW ON A RACING BOAT

Tom & Diana Sweet, 45, (602) 866-1622, 15427 N. 2nd Ave., Phoenix, AZ 85023  
 ..... want 3,4 / prefer 2 / exp 3 / will 1,2,5.  
 Sue & John, 43, (415) 526-2216, El Cerrito ..... want 1 / prefer 2 / exp 1 / will 1.



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**April 13 Tiburon / Corinthian YC  
 April 14, Oakland / Metropolitan YC  
 5:30 p.m. til 9:00 p.m.**

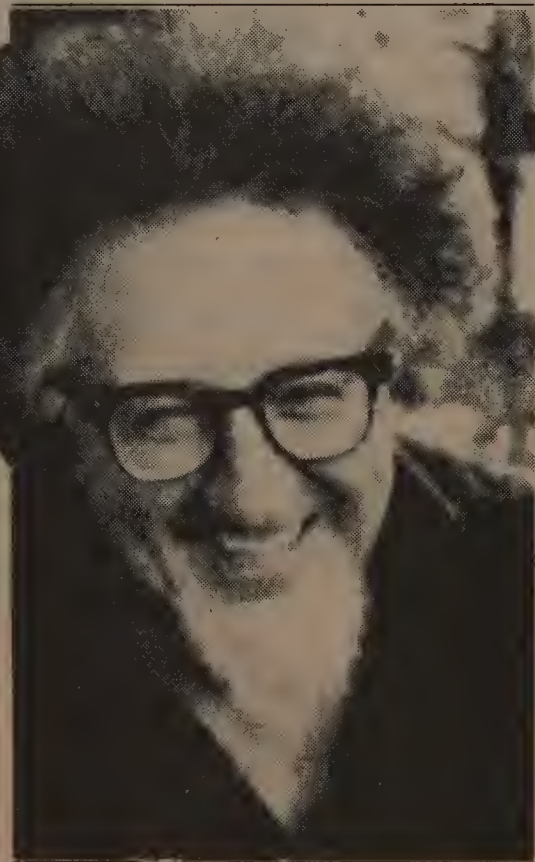
**If you're listed on 'Latitude 38's 1988 Crew List,  
 admission is free; if not, it's \$5.00 for crew looking  
 for boats, and \$1.00 for boatowners looking for crew.  
 Call (415) 383-8200 for further information**

**See you there!**



# THE PARSIMONIOUS

The more years you cruise, the more self-sufficient you become. Along with self-sufficiency comes a growing realization that there are a number of low-cost substitutes for expensive items that seem to do as good or nearly as good a job. The



Reese Palley: some theories on relativity in the cruising world.

following are a few I've discovered or learned from others during the last 15 years of cruising. Incidentally, I sail a Ted Brewer-designed 46-ft ketch which is currently in Turkey.

## The Dirt Cheap SSB Transceiver

When I bought my first serious boat 15 years ago, I also bought an American-built Amateur single sideband (SSB) radio transceiver. Ten years ago I bought new Japanese radios and consigned the old set to the bottom of a locker as a possible back-up. Then last year while sailing up the Red Sea, my fancy Japanese equipment packed up and I had to haul the old Atlas transceiver out. I plugged it in and immediately spoke to a dozen stations, each more than a 1,000 miles away.

It was pretty impressive for a 15-year-old radio that had been stored, unused, in a marine environment for 10 years. When I got back to the States for a visit, I checked out some suppliers of used Amateur equipment and, sure enough, there were still Atlas

transceivers to be had for as little as \$100.

By comparison, new SSB equipment can run as much as \$2,000 for Amateur equipment and as much as \$4,000 for Marine single sideband. In most cases, especially emergencies, the gear that costs so much more accomplishes little extra.

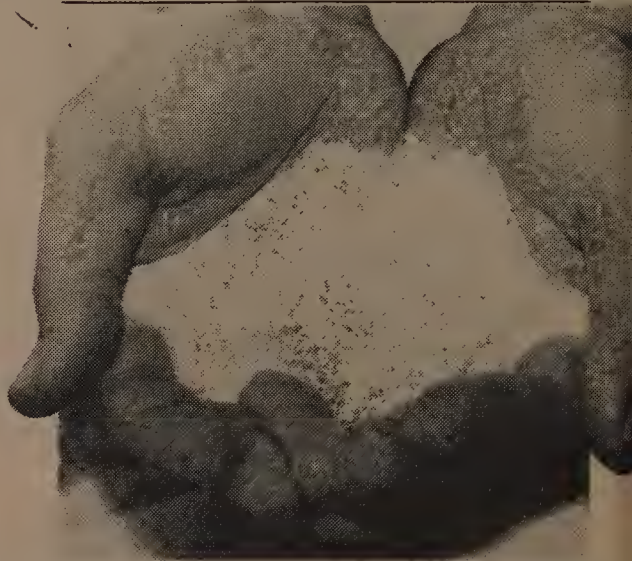
The problem, however, was that when \$2,000 Japanese SSB's came on the market, Atlas could not compete and went belly-up. So where to get spare parts and repairs? For years Atlas owners scrounged and scoured the land for spares, especially for the finals which must be handled with some care. But this is no longer necessary, not since some smart cookie set himself up in business as the Atlas Radio Company, and has undertaken to supply and service the old, indestructible Atlas models.

There were two Atlas sets built, the 215X and the 210X. The only difference is that the 210X has one more band at the top and one less at the bottom than does the 215X. Since you would probably never use either the top or the bottom of the Amateur frequencies, especially for emergency use, it matters not which one you get.

The 210X and 215X were the first solid state transceivers commercially built in this country. They are of particular interest to sailors because they are small; just 7 x 10 x 3 inches and weigh only a couple of pounds. As evidenced by my experience, they seem to be highly resistant to the saltwater environment.

Both transceivers operate in the Amateur

frequencies, which means you can't operate them unless you have an Amateur license. In an emergency, however, no Ham is going to



Now you don't have to tell people they're sesame seeds anymore.

refuse contact. All you have to do is whisper "MAYDAY" and you'll have a thousand stations around the world ready to help. Of course, it's better to have a ham license. The ticket is easy to get and widens your sailing horizons considerably.

My recommendation is that licensed or not, already the owner of a more expensive Japanese radio or not, you buy and carry an

The new SSBs are nifty, but some old American brands cost a fraction of the price and work just as good.





old Atlas as an inexpensive but important piece of emergency equipment. At \$100, minus installation, of course, it's less expensive than an EPIRB or a VHF.

So check the Amateur radio magazines and the classifieds of sailing magazines like *Latitude* for these old radios. If you see one, grab it fast, they don't last long. For parts and repair, the 'new' Atlas Radio Company is located at Box 763, Lynbrook, New York 11563.

### The Wee Beasties

There is simply nothing more off-putting than to open your last container of pancake flour only to find that life is taking place within. In such cases, the Wee Beasties have struck again.

"That's part of going to sea," the old salts would say as they nibbled daintily on bread dotted with teensy-weensy 'raisins' and 'pepper'.

"That's not part of my going to sea," I would say as I turned another 10 pounds of victuals into jetsam. But it was getting expensive. Either I had to accept some aesthetic compromise or find some way of casting out the wiggling, squiggling mites.

Then one day Arnold came aboard. Arnold had the cleanest boat I had ever seen. His entire boat was a bride's kitchen on the day of a mother-in-law's visit. You could eat from the bilge and sleep in the sump. But much to Arnold's eternal chagrin, he had cockroaches. No Wee Beasties in his flour,

but big, ugly and arrogant cockroaches. Hearing that I had a foolproof method of eliminating the cockroaches, he came to me.

I imparted my secret and two weeks later a radiant Arnold, in white trousers, white deck shoes, a grey moire shirt with a light puce scarf around his neck, floated, dry and spotless, as usual, onto my boat.

"No cockroaches! Oh, Master," he sang. "How can I ever repay you?"

I was at that very minute emptying yet another \$30 worth of Wee Beastied dry stores illegally and angrily into the waters of the harbor.

"You can repay me," I growled, "by telling me how in the hell I can get rid of the Wee Beasties in my flour."

"Dry ice," was all he said.

"I don't want to preserve 'em, wise guy, I wanna kill, kill, kill 'em."

And then Arnold imparted *his* secret.

His instructions were to take a wide-mouth plastic jug with a tight-fitting cap and place a small piece of dry ice, which is nothing more than frozen carbon dioxide, in the bottom. Then you pour in flour, corn, rice, mixes, whatever, and allow it to sit with the cap slightly unscrewed. During the two hours it takes the dry ice to melt, it creates a nearly total environment of carbon dioxide gas in which *nothing* can survive.

After the dry ice melts, you screw the cap down tight. The CO<sub>2</sub> gas remains in the container long enough to discourage the hatching of the eggs previously deposited and from whence all wiggles mysteriously appear. The solution is good for years.

Simple, huh? You bet. But now you want to know how I got rid of Arnold's cockroaches. Forever, without poison, and guaranteed. Read on.

### The Atom Bomb For Big Buggies

If any of you have ever hired a professional exterminator to rid your beloved boat of cockroaches, you have learned four things. The pros are:

1. expensive,
2. inconvenient,
3. dangerous, and
4. don't kill cockroaches.

I know of instances where it's cost over \$100, sometimes more, for a Neanderthal with a gas cannister to come aboard and chase you off for a day, leave a residue of deadly chemicals and, to add insult to financial injury, have cockroaches return a week later.



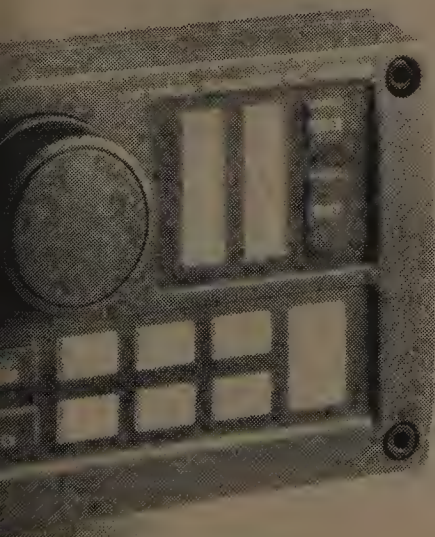
Want to become rich beyond your wildest dreams? Invent an engine that runs on cockroaches.

Extermination does not work because the next generation of creepies develops a resistance to the last generation of chemicals — and more importantly on boats, because the gas never gets deep enough into the bowels of your boat to kill the current generation. In any event, it's a feckless task and most sailors have wrongly come to believe that cockroaches are integral to boats.

Balderdash!

Here's all you have to do to get my 100% lifetime guarantee that your boat will forever be free of cockroaches and that the chemical used to get rid of them is so totally safe that it's edible. In fact, your eye doctor probably prescribes the substance to wash out your eyes. Could anything be more innocuous?

The substance is plain old boric acid powder, the same stuff used in eye wash.





# THE PARSIMONIOUS

The anti-Buggie procedure is to simply dust it around those areas frequented by cockroaches. And then you wait. When you



Is it caviar — or an imitation? Only your galley slave knows for sure.

have waited about four days, your boat should be cockroach free and *stay* cockroach free.

The cost for a kilo of boric acid powder is about five dollars. A kilo should be enough to last you for your next three boats.

The reason boric acid works is that the effect on the Big Buggies is, literally, to blow them up. (Hence my title 'Atom Bomb for Big Buggies'). The powder is eaten by the cockroaches, but once inside their body it reacts with moisture to make them expand and explode. This happens back at the nest, where the brothers and sisters and cousins and aunts and uncles eat the exploded relative, ingest the powder themselves, and in turn explode themselves.

There is no way the cockroaches can breed resistance to being blown up as they are able to do with lethal chemicals. So if you just keep enough powder spread around to greet new arrivals, that will be the end of the problem.

If it's so damned simple, how come you've never heard of the method? Because, my friends, all of us in the know have been bribed for these many years by the International Association of Cockroach Killers to hide the facts from you. I have broken the exterminators *Oath of Omerta*. I will probably have to have an identity change to hide me from their wrath.

Cockroaches they can't kill. Me they can.

## Faux Food

I was in England at school just after the end of World War II. Considering the food shortages that England suffered from, you'd have thought Germany rather than the Allies had won the war. One egg a week, milk for children only, almost no meat and sugar severely rationed.

Naturally enough, in all of England there

was simply no caviar to be had at any price. Thus you can imagine my surprise when I wandered into a Chelsea pub one damp Sunday morning and there on the groaning board was the biggest pile of black caviar I had ever seen.

"All you want, mate, just buy a beer or two," said a swarthy fellow with an Italian accent.

And so I did. In fact, I spent every Sunday of the next year swilling down beer and scarfing up free caviar in the busiest — you'd better believe it — pub in London.

Over the course of the year I became friendly with the owner, a displaced, homesick Neapolitan. But no matter how I cajoled him, he would not reveal the economics behind his ability to get, then *give away*, priceless black caviar.

My Italian friend got rich from the pub, but not happy. Damp London was no substitute for his sunny and warm Naples. Thus he sold the pub — and his caviar source — at a huge profit. The night before he left, I got him blasted on a precious bottle of Jack

Daniels that a friend in the United States Embassy had smuggled to me. When my Italian friend was sufficiently befuddled, he finally weakened.

"C'mon, Aurturo," I begged, "tell me where the caviar comes from. It can't hurt to now."

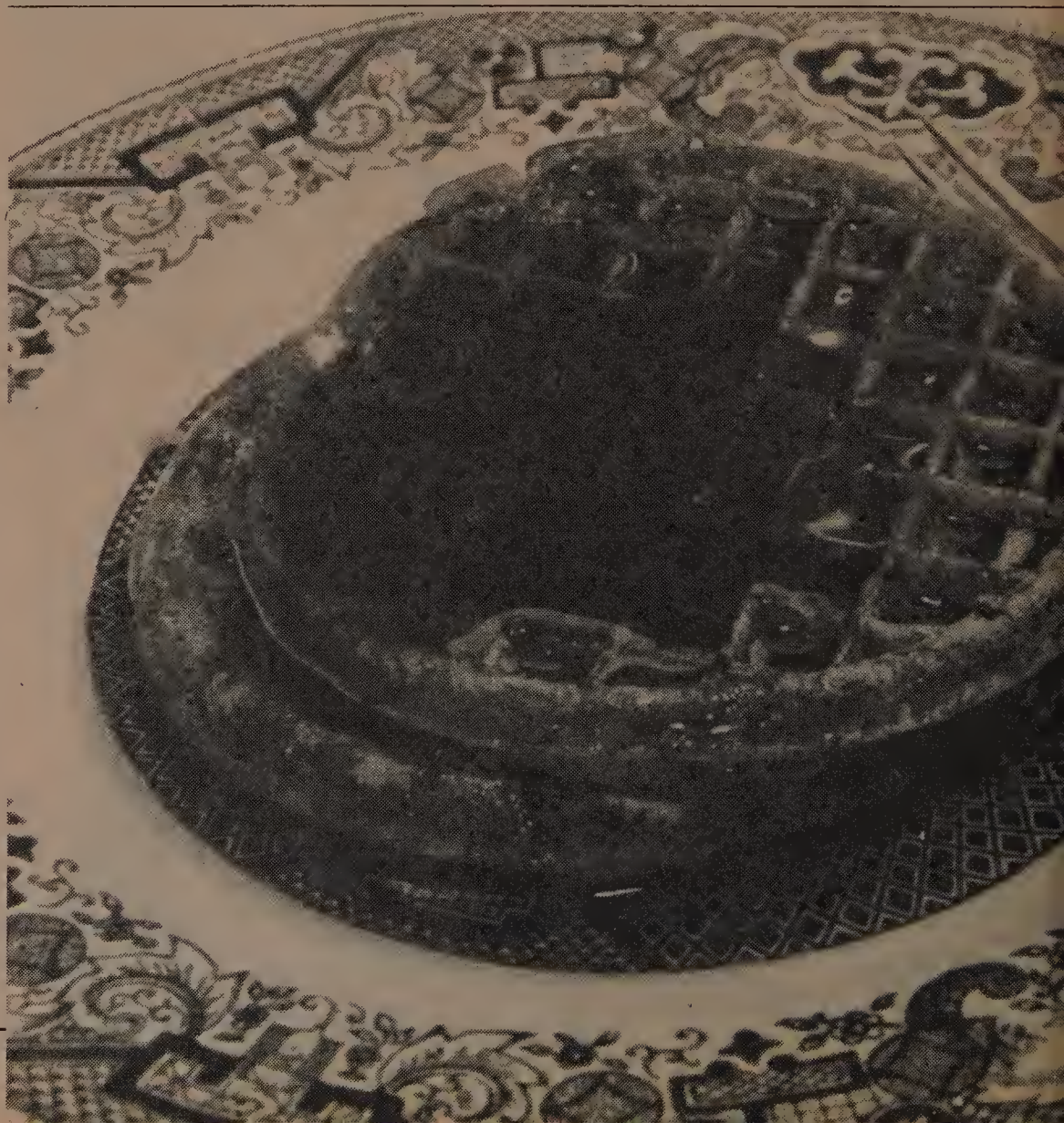
"Shwear on y'r shacred honor ya wont tell?" he slurred.

"I swear! I swear!"

He told me and I have never told anybody else. Till now. I figure that after 40 years the statute of limitations has run out on that oath, so listen carefully. Especially those aging Yuppies of you who like a little black caviar with your Boursin. Here's how you 'get' it:

Cook up a mess of tapioca, mix in two or three tubes of anchovy paste, add some black food coloring, and *voila!* you've got caviar. It might not fool a sturgeon, but it sure will surprise the hell out of guests on

Maple syrup: it doesn't just come from trees.





board who were expecting, at best, some bangers.

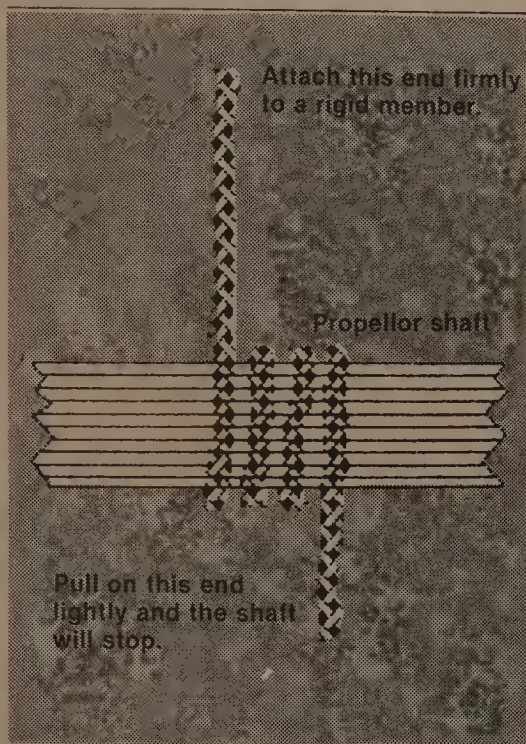
If you think that's a nifty piece of gastronomic fraud, listen to this.

My dream of Heaven is to grow a maple tree on my boat. That's because I *love* maple syrup. But take my word for it, you can't do it. The only alternative is to pop into the friendly supermarket at Port Sudan and pick up a few bottles of the pure Vermont stuff. Unfortunately, it can't be done in Port Sudan or most of the parts of the world that sailors find themselves. Where it can be done, maple syrup has become the second most expensive food you can put on your table besides caviar.

You might be surprised to learn that even store-bought "part maple syrup, maple syrup", and what's worse, even the "no maple syrup, maple syrup" are damned expensive. But not if you know the secret.

The secret to "no maple syrup, maple syrup" that will fool your New England crew for just pennies is made as follows:

Toss four cups of brown sugar and two



Prop stopper — first, secure the fixed end, then apply pressure lightly but firmly.

tablespoons of maple extract into two cups of boiling water. The sugar first, then the extract. Let it stand for 24 hours. If you don't have refrigeration, go on a pancake binge and use it up in a couple of days. If you do have refrigeration, it will last for half a year.

It is unthinkable that any respectable cruising sailboat should ever be without caviar and maple syrup. Why do you think we go to sea?

## The 29 Cent Prop Stopper

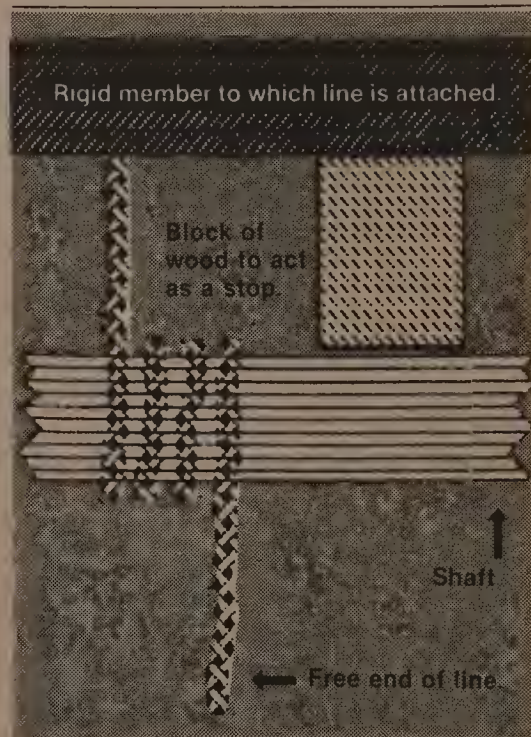
It's been argued and demonstrated that a free-wheeling propeller on a sailboat creates more drag than one that's immobilized. As soon as this curious and seemingly contradictory fact was accepted by sailors (*perhaps Lee Helm could offer a simple explanation*), there appeared on the market a number of devices for stopping the rotation of the propeller. The prop-stoppers work in several different ways; the one thing they have in common is that they cost hundreds of dollars.

It seems to me that something designed to make something go might very well cost quite a bit of money, but that something designed to make something stop, a prop brake for example, should be cheap. How does 29 cents sound?

My 29-cent prop brake has been in use on my boat for ten years. It's never failed to

operate successfully. Here's how you do it:

Buy a couple of feet of 5/6ths braided nylon line. That's the expensive 29-cent



A shaft stop helps keep the shaft in alignment.

part. Secure it to any heavy member near the propeller shaft. Wind three or four turns of the line onto the shaft *in the direction of the shaft's rotation*. Now the slightest pull on the free end of the line will immediately bring your spinning propeller and shaft to a halt. To keep it stopped, tie the free end of the line to any convenient point or use a small cleat or small jam cleat.

That's the whole story, although there are a few *caveats*.

1. When you pull on the free end of the line, do it slowly and smoothly. If this is done, the shaft will drift quietly to a jerkless halt. (*See illustration.*) If you pull the free end suddenly, the prop may pull your arm out of its socket.

2. Since the shaft itself will tend to be pulled in the direction of the fixed-end of the line, and since it is never a good idea to alter, even temporarily, the alignment of a shaft, attach a stop, in the form of a piece of wood that *just barely* clears the rotating shaft, between the member to which the line is attached and the rotating shaft. (*See illustration.*)

3. Putting the running motor into gear with the prop brake in place is not healthy for your engine or transmission.

These are all the low-cost substitutes that I've picked up over the years, but they are a start.

— reese palley





# THE RACING

As the summer Olympics approacheth, we look at the recent achievements of hopefuls **Paul Cayard** and **John Kostecki**. Other previews this month include the **One Ton Worlds**, the **Kenwood Cup** and the **Catalina Race**. In the current events department, look for writeups on the **Santa Cruz Midwinters** late breaking news on **MEXORC**, and as usual, a whole mess of local **Midwinter Results** and **Race Notes**.

## Cayard Stars at Worlds

Winning the Star World Championship is considered by many to be a license to walk on water — traditionally, it's been the pinnacle of one-design racing on the planet. For a number of reasons (concept, size, price, class rules), the 77-year-old design has consistently attracted the best sailors, and to win the Worlds, well, it puts you in a pretty elite group. Past World Champions include four-time winner Lowell North and three-time winner Bill Buchan. Two-time winners include Tom Blackaller, Dennis Conner, Paul Elvstrom, and Buddy Melges.



Paul Cayard with what may be the second most prestigious Cup in sailing.

Add to the list of winners 28-year-old Paul Cayard of San Diego, who along with crew Steve Erickson recently blew away a 75-boat

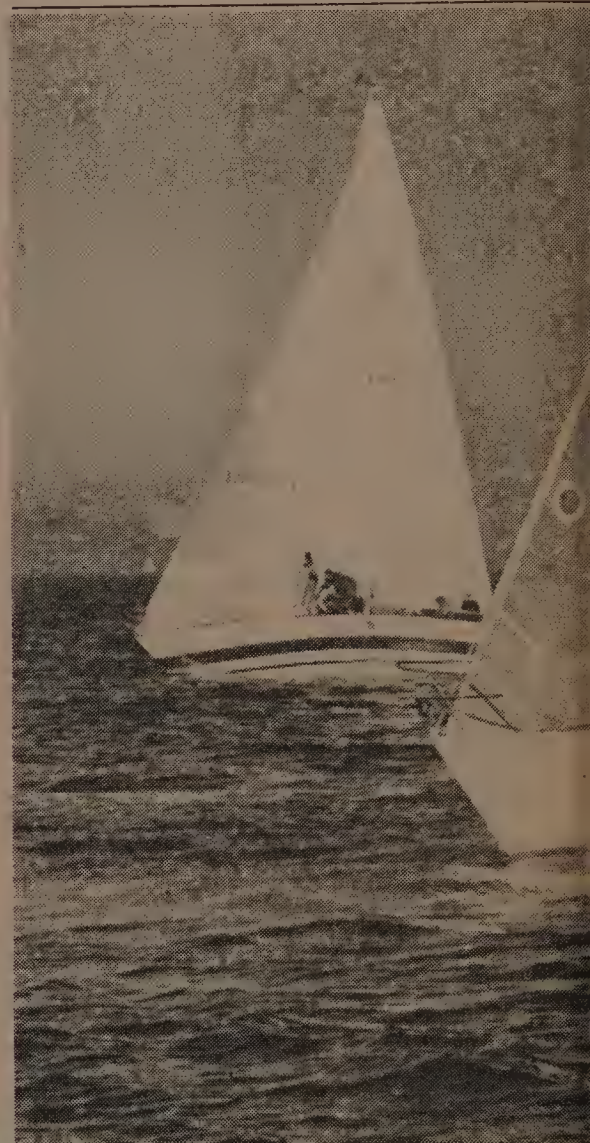
fleet at the Star Worlds in Buenos Aires, Argentina. It was a convincing win — Cayard was so far ahead that he was able to skip the sixth and final race. "It was great to finally win after coming so close the last few times. I think we earned it," said Cayard.

In his previous shots at the Star Worlds, Cayard was always in the hunt, but never put a whole series together. In 1984 and 1985, with Ken Keefe crewing, he came in third. Then, in 1986, he took a year off to co-steer the 12-Meter *USA* with his friend and mentor Tom Blackaller. *USA* mainsheet trimmer Steve Erickson joined Cayard in 1987 for the Worlds, when he once again came in third. This time, in 10-17 knot winds, the St. Francis YC member and former San Bruno native finished first, followed by San Diegan Mark Reynolds, '87 World Champ Ed Adams, and '81 World Champ Alexander Hagen of West Germany.

"I've wanted to win this thing since I was 18, back when I was crewing in Stars for Blackaller," said Cayard, "It's the best racing there is — pure sailing, away from the politics and problems of sailing bigger boats. The Star and big boats are two different games — but in the end, each type of sailing contributes to the other."

Cayard, an independent sales representative for North Sails, has a well-deserved reputation for being able to jump between dinghies and big boats with the same winning results. Just before the Worlds, he steered Jack James' Frers 54 *Jubilation* to a fifth place overall finish in the Southern Cross Cup. When not training for the Olympics in his Star, he'll be driving the new Frers 82 *Il Moro de Venezia* in the maxi regatta in St. Thomas this March and in late summer, if he's not in Pusan, in the Kenwood Cup and the Big Boat Series. Contrary to rumors, Cayard will not be involved in the "America's Cup" this year, although he's agreed to work with Dennis Conner's 1991 America's Cup 12-Meter campaign — assuming there is one.

His main goal this year is making the



Olympic team. Cayard figures his competition for the Star berth at Pusan is Ed Adams of Newport, R.I. and San Diegans Vince Brun and Mark Reynolds. Cayard also doesn't think that the Worlds victory necessarily insures the momentum to make the Olympic team: "Every regatta's a new one, especially in this class. Mathematically, I'd say I have a 25 percent chance, with Ed, Vince, and Mark each having an equal shot at it. With the Trials in San Diego in July — which can be really variable — anything can happen."

## Kostecki Rolls On

Also in pursuit of an Olympic berth is 23-year-old sailing virtuoso John Kostecki. He turned in another bravura performance at the 45-boat J/24 World Championship off Sydney, Australia in early February. Entering the last race with a slim three point lead over American Kevin Mahaney, Kostecki — as ever, the epitome of grace under pressure — calmly put his rival away at the start and then sat on him throughout the race.

Kostecki, who now holds both the North





LATITUDE/JOHN RISE

'Irrational' looking good at the Golden Gate Midwinters.

American and World J/24 titles, won the series with a 4,3,1,1,8,7 record. In his previous two shots at the J/24 Worlds, Kostecki came in 2nd in 1982 and 3rd in 1986. The winning crew on *Pee Wee*, which was apparently named in honor of Pee Wee Herman, consisted of Bob Billingham and Will Baylis (his two partners in his Olympic Soling bid), San Francisco Bay J/24 sailor Peter Young, and Australian 12 Meter sailor Carl Ryves.

Mahaney, a Soling sailor from Bangor, Maine, ended up second; '85 and '86 World Champ Ken Read was third. (Read, incidentally, recently won the J/24 Midwinters in Miami, only to be tossed later for having inadvertently replaced his broken lazarette hatches with foam core lookalikes instead of the regulation balsa core ones. You could probably save more weight by getting a haircut, but the race committee chucked him on principle for non-compliance with class rules.)

This is the second world title in less than a month for Kostecki, a San Francisco sailmaker. Earlier in January, Kostecki won the Soling Worlds by again coming through in the clutch to nip Marblehead, Massachusetts, sailmaker Dave Curtis in the last race in a winner-take-all situation. Curtis must be feeling like the Avis of the yachting world these days: second in the Soling Worlds; second to Australia's John Savage in the Etchells 22 Worlds; and he was crewing for Mahaney in their second place finish in the J/24 Worlds.

Kostecki's two world championships in January (not to mention winning the Australian Soling nationals) must make him the early leader in the 1988 Yachtsman of the Year sweepstakes. Kostecki's next road trip will take him to Houston for the month of March, where he'll do a midwinter Soling regatta and the U.S. Soling Nationals. Aside from his Soling campaign, John will probably sail his J/24 in the "Ultimate Yacht Race", the professional sailing regatta in Corpus Christi in May. He'll also be doing Long Beach Race Week on Irv Loubé's new Farr 40 *Bravura*.

"Then, in September — if all goes well —

we'll go to Olympics," says the soft-spoken World champion. We sure wouldn't bet against it!

### Tons of Fun

Coming soon to a theatre near you: the 1988 One Ton Worlds. Without a doubt, this is the most competitive IOR event in the galaxy and — now for the good news — it's happening on the Bay between September 4-16. St. Francis YC will host the festivities, which hopefully will be attended by 30 or more of the world's best 30.5 raters. Having the One Ton Worlds in your backyard is the stuff that yacht racers' (and sailing journalists') dreams are made of — in fact, it's such a big deal that it would overshadow the 25th annual Big Boat Series (which starts two days after the Worlds end) if the maxi's, the 40-raters, and most of the one tons weren't planning on being at that event also.

A one ton boat, for anyone we've lost so far, represents the leading edge of grand prix technology. Weighing around 11,500 pounds and costing around \$250,000 new, these 40 footers are probably the most exotic, relatively expensive, and crankiest boats that the IOR rule ever produced. They're also the most universally accepted IOR forum we have; for whatever reason, it's also an arena that the U.S. has traditionally lagged behind in.

The rule book limits the Worlds to 60 boats (way less are expected), of which 15 can be from the host country. There will be only two qualifying regattas: St. Francis' Stone Cup on May 14-15, where the top five boats will qualify, and the One Ton NA's in Detroit between June 4-12, which will earn the top ten finishers berths at the Worlds. If anyone in the top ten at the NA's elects not to compete in the Worlds, more than five boats from the Stone Cup may be invited.

California boats going after the Worlds include Irv Loubé's hot new Farr 40 *Bravura*, which currently has Billy George driving. *Jazz*, *Skedaddle*, *Pendragon*, *Sundance*, *White Knight*, and *Victory* are some of the other One Tonners that will give *Bravura* a run for her money. East coast boats expected to make the scene include *Cooter*, *Spitfire*, *Rush* (ex-*Jamerella*, the Farr 40 that came in second in the Admirals Cup), and others.



# THE RACING

Possible foreign entries include any of the 15 or so One Tons expected at July's Kenwood Cup. At least six Australian One Tons will be there, and then presumably at the Worlds: Gary Appleby's Farr 40 *Sagacious V*, Rob Robertson's Farr 40 *Queensland Maid*, Chas Jacobsen's oddly named Davidson 40 *Once a Jolly Swagman*, Ron Elliott's Dubois 40 *Joint Venture*, Warren Jones' Davidson 40 *Beyond Thunderdome*, and Lou Abraham's Dubois 40 *Ultimate Challenge*. New Zealand entries may be a bit on the light side — apparently Black Monday put a dent in many a Kiwi yachtsmen's wallet — but at least two boats, Mal Cannings' Davidson 40 *Mad Max* and Del Hoggs' Farr 40 *Fair Share*, are expected.

Several Japanese boats, the X-One Ton *Seikaiha* and the Farr 40 *Kaitaro* (ex-*Exador*), have expressed interest. The Farr

*Fram X*, a Farr 40 owned by the crown prince of Norway, apparently is coming, as are a handful of other European boats. The Canada's Cup, a match race between the U.S. and Canada held every so often on the Great Lakes, will be sailed in One Tons this July, which should contribute at least one Canadian entry to the Worlds.

But the majority of the fleet will probably come from the mainland U.S. and the Kenwood Cup. Special arrangements have been made with Matson Lines to whisk the One Tonners out of Hawaii two days after the Kenwood Cup, with an arrival time of five days later in Oakland. It's a short time window between the events (21 days), but it will be possible to compete in both. *Bravura*, however, is the only U.S. boat that we're aware of that's planning to compete in both events. That's an advantage that could well push her to be the top U.S. One Ton, if not the best in the World.

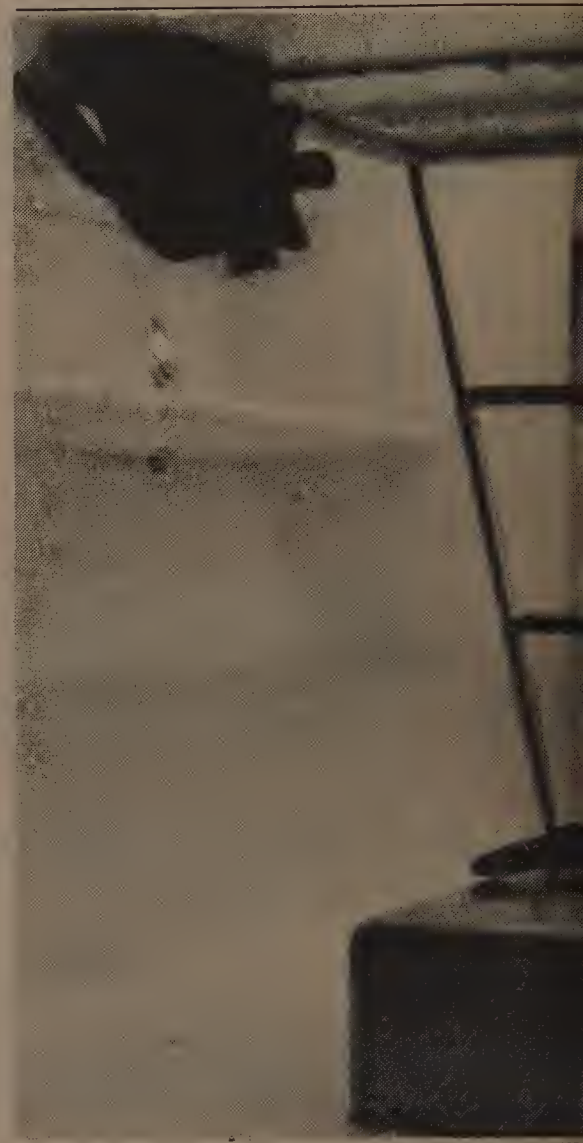
## Kenwood Cup Update

Ken Morrison, race director of the Kenwood Cup, was in San Francisco recently for *Bravura*'s christening party. Naturally, we cornered him and bombarded him with questions about the upcoming sixth biennial Hawaii International Ocean Racing Series. "It's shaping up to be the best one yet," he claimed.

Only three boats have actually ponied up the \$500 entry fee so far — Lou Abraham's Dubois one tonner *Ultimate Challenge* from Australia, *Kialoa V*, and *Winterhawk* — but that's not really a worry as the regatta's not until July 30. From inquiries, hotel and container ship reservations, and generally having his finger on the grand prix pulse, Morrison predicts at least ten maxi boats and 15 one tonners will attend, and lots of boats in between those extremes.

Morrison, who's also been the U.S. team manager for the last three Admirals Cups, recently returned from observing the Southern Cross series in Australia. "In '86, because of the America's Cup, a lot of Australians strayed from our fold. Only five boats made it up for the series; this year, according to the Cruising Yacht Club of Australia, we'll have twelve."

He also expects five or six boats from New Zealand — the defending champion — and three from England. In fact, the U.K. team



has already been announced: *Juno*, Mike Peacock's Farr 40; *Indulgence*, Graham Walker's Andrieu 44; and *Yeoman XXVII* (ex-*Great Expectations*), Robin Aisher's Farr 50. Incredible as it may seem, the Aisher family — an English father and son sailing dynasty — has owned 27 racing boats all named *Yeoman*!

Morrison also anticipates a record 15 Japanese entries. The Japanese have been going crazy for IOR racing lately: a strong yen — both in terms of money and desire — and the fact that Kenwood's a Japanese company are additional incentives for them to come to Hawaii to test their skills on an international level. They've also been going outside of Japan finally to get the latest hot designs: they'll be showing up with Farr's and Nelson/Marek's this time. Two Japanese yachtsmen even own sleds now — *Kathmandu* is owned by the son of the president of Kenwood Corporation and Katsuhiko Takeda is taking delivery of a new *Marishiten* soon (see related *Race Note*) —



Kenwood Cup race director Ken Morrison: "It's shaping up to be the best one yet."

40 *Sagacious*, which was sold to Hong Kong after sitting in a boatyard in Sausalito for over a year, may show up. Defending champion





LATITUDE/ROB

which may form the nucleus of a ULDB 70-rater division this summer. (If five or more sleds sign up, they'll be given their own class.)

### 10th Annual Catalina Race

As with many great sailing events, Metropolitan YC's Catalina Race was conceived over a few cocktails at the yacht club bar. The first race — really more of an excuse for a yacht club cruise — consisted of exactly four boats. Ten years later, according to race chairman Margaret Fago, the popular race is expected to draw about 75 boats. "The Catalina Race has really come into its own in the last three years," she said.

A look at the numbers confirms Fago's claim: in 1985, 43 boats competed. That was back in the days when you took your own finish time, which with that many boats it was an accident waiting to happen. In 1986, MYCO started providing a manned finish line, an improvement that attracted 48 boats. Last year, when Hal Nelson's

The lean mean fightin'-machine look o' the new 'Bravura' doesn't stop at deck level. You'll never see this interior in 'House Beautiful'!

## FEBRUARY MIDWINTERS RESULTS

### Golden Gate Midwinters

The fourth and final race of the GGYC midwinter series brought 130 boats out on February 7. Whereas the first three races had either been too windy, wet or cold, this race was blessed with beautiful sunny midwinter conditions. Actually, the wind was a bit on the light side — which forced a one hour and twenty minute postponement for all but the first two classes — but it did finally fill in.

Irv Loube's new Farr 40 *Bravura*, which has yet to lose a race, simply sailed away from the "big boat" IOR fleet. In the fluke going, *Bravura* crossed the finish line eight minutes ahead of the much larger *Blade Runner*, which at one point was spotted performing a 360 degree spin — the quintessential midwinter maneuver — as she sat becalmed off Alcatraz. In the end, Bill Twist's R/P 47 could finish no better than third despite the presence of two guest rockstars, Tom Blackaller and Grateful Dead drummer

Mickey Hart. Even more disappointed was Rod Park, whose one tonner *Jazz* was forced to retire with a jib jammed in her headfoil, a breakdown that cost them second place in the series.

Ted Hall's *Frequent Flyer* topped the competitive nine-boat Express 37 fleet, which saw four boats finish within 29 seconds of each other after two-and-a-half hours on the course. That's close! In the "little boat" IOR class Bob Klein's Peterson 40 *Leading Lady* beat Colin Case's new Schumacher 36 *National Biscuit* by 12 seconds. Case misplaced some time along the race course ("we started early and made some other dumb mistakes"), which unfortunately meant that the racy-looking *Biscuit* didn't win her debut on the Bay. That actually worked out fine for Klein, who by our unofficial calculations won the Seaweed Soup trophy for best overall performance as a result.

*Dragon*, Richard Morse's J/35, turned in the fastest average speed for the day (5.46 knots) to take the 16-boat PHRF I division. *Dragon*, however, is involved in a protest, so that position may change. There are eight other protests pending, some of which may have a bearing on the outcome of the series. Accordingly, the race committee was unable to provide us with the final results. Next month, we promise — would we lie to you? — to have overall results of the GGYC midwinters and, for that matter, all the other midwinters.

Results of the February 7 race follow:

IOR I — 1) *Bravura*, Farr 40, Irv Loube, StFYC; 2) *Bondi Tram*, Frers 41, Peter Stocker, StFYC; 3) *Blade Runner*, Custom sloop, Bill Twist, StFYC. (7 boats)

EXPRESS 37 — 1) *Frequent Flyer*, Ted Hall, StFYC; 2) *Hingmaster*, Leigh Brite, RYC; 3) *Request*, Glenn Isaacson, SFYC. (9 boats)

IOR II — 1) *Leading Lady*, Peterson 40, Bob Klein, RYC; 2) *National Biscuit*, Schumacher 36,



# THE RACING

MacGregor 65 Zeus set the course record of 2 days, 1 hour and 25 minutes, 67 boats entered the 426-mile downwind contest. (The actual distance is somewhere around 75 miles less than the handicap distance — an anomaly that favors high rating, i.e. smaller, boats.)

Two new features this year should further swell the ranks: the addition of a cruising division and the inclusion of the Midget Ocean Racing Association (boats 31 feet and under), whose concurrent long distance race to San Diego died of natural causes last year. The cruising class, which will race non-spinnaker and be ineligible for the overall trophy, will start on Sunday, July 3, assuming ten entries sign up ("no problem," says Fago). The rest of the fleet — four PHRF divisions and the MORA division — will depart on Monday, July 4. Also new this year is the finish line, which will be moved from the Isthmus area up to Avalon.

A few other dates to remember: before the race, there'll be a seminar on offshore racing on May 11 and a skippers meeting/bon voyage party on July 2nd. In Avalon after the race, there'll be the second annual Hal Nelson Perpetual Golf Tournament (last years winners, Tony Fraga and Jim Shapter, will be there to defend their title) and an awards banquet on July 8. Apparently,



## FEBRUARY MIDWINTERS RESULTS — CONT'D

Colin Case, BTYC; 3) Annalise, Mod. Wylie 34, Paul Altman, IYC. (6 boats)

PHRF I — 1) Dragon, J/35, Richard Morse, CYC; 2) Svendle, sloop, Sven Svendsen, StFYC; 3) Hobbs, J/35, Don Trask, StFYC. (16 boats)

PHRF II — 1) Harp, Catalina 38, Mike Mannix, IYC; 2) Power Play, J/29, Peter Cunningham, GGYC; 3) Fast Company, Farr 10/20, Dow Harold, EYC. (8 boats)

TARTEN 10 — 1) Waverunner, Krawlec Campbell, IYC; 2) QE3, Richard Bates, SFYC; 3) Non Sequitor, Rudi Binnewies. (5 boats)

PHRF III — 1) Summer, Express 277, Brendan Meyer, GGYC; 2) Windwalker, Islander 36, Richard Shoenhair, IYC; 3) Another Girl, Etchells 22, Len Delmas, StFYC. (15 boats)

PHRF IV — 1) Anna-Banana, Moore 24, Joe Durrett, N.PYC; 2) Fast Freddie, Olson 25, Jack Adams, CSC; 3) High Frequency, Wavelength, C. Bell/R. Merle, FLYC. (8 boats)

PHRF V — 1) Esprit, C&C 29, Tim Russell, TYC; 2) Summerline Dream, Schumacher 26, Corry Cook, CSC; 3) Wahope II, Newport 30, Walt Wilson, SFYC. (12 boats)

IOD — 1) Bolero, George Degnan, RYC; 2)

Harem, Noel Markely, GGYC; 3) Whitecap, Tom Allen, StFYC. (6 boats)

KNARR — 1) Kestrel II, Hans Williams, StFYC; 2) Red Witch, Craig McCabe, StFYC; 3) Lord Nelson, John Jenkins, StFYC. (11 boats)

PHRF VI — 1) Freya, Catalina 27, Ray Nelson, RYC; 2) Catalyst, Catalina 27, Ed Durbin, RYC; 3) Adlib, Kiwi 24, Dustin Meuse. (16 boats)

SANTANA — 1) Shazam!, Bud Sandkulla, IYC; 2) Inshallah, Shirley Bates, SYC; 3) Easea Rider, Joe Schmidt, SJYC. (5 boats)

PHRF VII — 1) Calaban, Cal 20, David Green, BVYC; 2) Freja, Nordic Folkboat, Ed Welch, GGYC; 3) Cahada, Islander Bahama, Dave Henneman, OSC. (6 boats)

### SCC Midwinters

The third race of the Sausalito Cruising Club's midwinter series attracted 56 boats in seven divisions to the Little Harding starting line on February 6. The 6.6 mile course — two laps around Knox and Yellow Bluff — was sailed in light winds. How a boat fared at

the gigantic hole at Yellow Bluff more or less dictated how they finished.

"Sometimes coming into a mark at the back of the pack has its advantages," grinned Jack Adam, who sailed Bill Riley's Olson 25 *Pearl* around the stalled pack at Yellow Bluff. *Pearl*, the highest rating (i.e., slowest) boat in Division I, went on to finish a close second, boat-for-boat, behind the Farr 48 *Sanguine* and a whopping eight minutes ahead of the second place boat on corrected time. According to Adam, "It was just that kind of day."

The last two races of the series will be on March 5 and 19. Race committee chairman Milt Roed encourages all participants to be on the lookout for another twice-around course. "We're still having problems with people not understanding what the 'A' flag means," said Roed.





LATITUDE/JOHN R.

volleyball and pee wee golf (Avalon has a killer mini-golf course) tournaments are also in the works. On July 9, after the festivities die down, there's even a "Homeward Bound Race" from Catalina to Long Beach. Seventeen boats participated in the short return race last year; more are expected this time.

For more information on the Catalina Race, call Margaret Fago at (415) 523-4388 or Tom Tazelaar at (415) 534-5837.

### Santa Cruz Midwinters

The harbor was finally open and the wind blew for the second and third races of Santa Cruz YC's midwinter series. Forty-six boats took part in the weekend of racing February 20 and 21, "and it was warmer out there than it is in summer," says organizer Rob Franks. Ten knots of breeze on Sunday and about 15 on Sunday made for perfect triangle windward-leeward racing. Can't do much damage to boats in nice breeze like that — unless the bolt holding the tiller to the rudder snaps off. That happened to a port-tack J/24 just as his course converged with three starboard boats. Oops. Damage was minor and insurance was exchanged. And it

Merit 25's approaching the jibe mark during the Metro/Berkeley Midwinters.

just goes to show that "shit happens" — even on nice days.

The final two races in this cumulative series take place on March 19 and 20.

### SATURDAY

**DIVISION I** — 1) *Kabala*, Olson 30, Jay Bennett; 2) *Animal House*, Olson 30, Tom Akrop/ Matt Lezin; 3) *Outrageous*, Olson 40, Rick Linkmeyer; 4) *Variety Show*, SC 27, Rob Schuyler; 5) *Rush Hour*, Etchells 22, Bill Andrews. 23 boats

**DIVISION II** — 1) *Cookie Monster*, J/24, Dave Jones; 2) *Moorgasm*, Moore 24, Morgan Larsen; 3) *Snafu-U*, Moore 24, Tom Connerly; 4) *Adios*, Moore 24, Dave Hodges; 5) *Salsa*, J/24, Phil Meyers. 23 boats.

### SUNDAY

**DIVISION I** — 1) *Rush Hour*; 2) *Mach Two*, Soling, Gil Smith; 3) *Animal House*; 4) *Kabala*; 5) *Variety Show*. 23 boats.

**DIVISION II** — 1) *Adios*; 2) *Moorgasm*; 3) *Salsa*; 4) *Snafu-U*; 5) *Cookie Monster*. 23 boats.

### MEXORC '88

As we go to press, after two races, Mike and Bob Kahn's Frers 43 *Jano* was top boat at the 1988 MEXORC (Mexican Ocean Racing Circuit), which began February 19. With Lowell North driving, the Southern California-based *Jano* is so far the low-point leader in both Division II and overall.

In Division I, defending champs Bill Twist and crew are ahead. They won all the marbles last year on Twist's San Francisco-based *Bladerunner*, a Reighel/Pugh 47.

### MYCO/BYC Midwinters

The last MYCO/BYC midwinter weekend occurred on February 13-14. According to BYC race committee volunteer Bobbi Tosse, it was the best weekend out of the four in the series.

Saturday's race was a bit quick; the wind filled in nicely and the fleet romped around a short course on the Circle. Even the last boat, a Santana 22, was done racing by 2:30 that afternoon. Sunday once again featured sunny skies, but unlike Saturday there were big holes in the wind.

"Right after we started Sunday's race, the wind quit entirely. It was a case of painted boats on a painted sea!" said Tosse. Eventually, the wind filled in, but by then it was nearing the 3:30 p.m. minus tide. That meant trouble for half a dozen or so big boats who DNF'd the race after ploughing onto the mud trying to round "C" buoy (near the

BYC clubhouse).

Results of the February race weekend follow:

### Saturday, February 13

**DIVISION A** — 1) *Violation*, J/29, 2) *Expitious*, Express 34; 3) *Hot Licks*, Hobie 33. (14 boats)

**DIVISION B** — 1) *Legacy*, Wylie Gemini Twin; 2) *Wavelength*, Olson 911S; 3) *Limelight*, J/29. (10 boats)

**DIVISION C** — 1) *Anna Banana*, Moore 24; 2) *Heatwave*, Wavelength 24; 3) *ZOT!*, Choate 27. (9 boats)

**DIVISION D** — 1) *Blackhawk*, CS 30; 2) *Summertime Dream*, Shumacher 1/4-ton; 3) *Sea Quake*, Cal 29. (11 boats)

**DIVISION E** — 1) *Jubilee*, Pearson Ariel; 2) *Catalyst*, Catalina 27; 3) *Whimsical*, Cal 25. (13 boats)

**J/24** — 1) *Full Tilt Boogie*, Fred Bonati; 2) *Sweeney Todd*, Dave Menis; 3) *Alabama Dig It*, J. Peter Young. (21 boats)

**J/29** — 1) *Violation*, Noel Rhodes; 2) *Potsticker*, Kirk Denebeim; 3) *Advantage II*, Pat Benedict.

**DIVISION I** (PHRF less than 169) — 1) *Pearl*, Olson 25, Adam/Riley, TYC; 2) *Potsticker*, J/29, Ron Losch, SIFYC; 3) *Sundance*, SC-27, Wilhite/Moore, IYR. (13 boats)

**DIVISION II** (PHRF greater than 170) — 1) *Impossible*, Ranger 23, Gary Kneeland, SYC; 2) *Twisted*, Ranger 23, Don Wieneke, SYC; 3) *Roquefort*, Newport 30 II, Bob Marshall, SCC. (13 boats)

**DIVISION III** (non-spinnaker) — 1) *Shazam!*, Santana 22, Bud Sandkuila, IYC; 2) *Zephyr*, Cal 2-27, Bruce Nesbit, RYC; 3) *U.S. Sprint*, Peterson 33, Lawrence Lingbloom, SCC. (8 boats)

**COLUMBIA CHALLENGER** — 1) *Suzy Q*, James Van Blarigan, Cal SC; 2) *Rurik*, Norm Carter, HMBYC; 3) *Osprey*, James Adams, SCC. (5 boats)

**GOLDEN GATES** — 1) *Pajarita*, Rob MacDonald, BVBC; 2) *Kuulpo*, Cris Kraft, NoYC; 3) *Osprey*, Pete Sears, SCC. (6 boats)

**TRITONS** — 1) *Whisper*, Ken Schopp, SCC; 2) *Bolero*, Ely Gilliam, BVBC; 3) *Cyrene*, Chris Wahl, NoYC. (4 boats)

**BEARS** — 1) *Little Dipper*, Joe Bambara, SCC; 2) *Whatabear*, Tom McCarthy, NoYC; 3) *Circus*, Robert Jones, SCC. (7 boats)



# THE RACING

This time, they're on the chartered Nelson/Marek 66 *Pandemonium*, nicknamed "Blade-amonium" for the series.

Leading Division C is *Vendetta*, a Peterson 40 owned by Javiet Velazquez. We probably don't have to tell you he's one of the Mexican owners. Farther down in the same division, three boats are battling it out for fourth spot with 9 points apiece.

With 22 entries (13 American), this year's event is one of the largest MEXORC's in its 12 year history, and the highest total feet of IOR rating ever. In fact, with all the sleds in attendance (see entry list), it sounds more like a Mexican Cal Cup. One crewman called it "a nice alternative to SORC." Hmm, that's food for thought.

Any way you look at it, MEXORC is a good time; warm weather, cold *cervaza* and all that. The feeder this year was the Manzanillo Race, and with few exceptions, all the American boats in attendance also did that race. (In odd numbered years, the Puerto Vallarta Race feeds boats to MEXORC.) A highlight in the series so far was the second race. The 34-miler that should have been a beat and ended up being a spinnaker run, much to everyone's delight. Geez, that was even cause for a party — but they already have one of those every night anyway.

As this was written, three races remain in the series, which winds up a few days before this issue hits the streets. We'll have complete results in the next issue.



## Race Notes

Eleven **40-raters** (IOR machines about 50 feet long) competed in Florida's Key West Race Week in late January. John Thomson's green N/M 50 *Infinity*, emerged as the winner of the windy five-race series, beating the likes of *Abracadabra*, *Windquest*, *Locura*, *Carat VI*, *Fujimo*, *Gem* (ex-Crazy Horse), *Yeoman XXVII*, and others. Next stop on the 40-rater circuit is Miami Race Week in early March; then either the Brenton Reef Series in May or Block Island Race

'Vorticity' skipper Jeff Gething demonstrates in-flight refueling during a midwinter race.

Week in June; followed by a regatta in Detroit preceding July's Mackinaw races. After that, they're planning on coming to the west coast for the first time to race in the 25th annual Big Boat Series.

The newest addition to the growing 40-rater class is Japanese businessman Mark Morita's N/M 50 *Champosa V*, which will hit the water in early March. The hot combination of designer Bruce Nelson and sailmaker

## FEBRUARY MIDWINTERS RESULTS — CONT'D

(8 boats)  
SANTANA 35 — 1) *Swell Dancer*, Jim Graham; 2) *Nagisa*, Larry Moberly; 3) *Wide Load*, Sam Bonavich. (9 boats)  
SANTANA 22 — 1) *Buffalo Honey*, Lou Fields; 2) *Gust Buster*, John Orfall; 3) *Rude Boys*, Frank Healy. (9 boats)  
OLSON 30 — 1) *Saint Anne*, Richard Heckman; 2) *Think Fast!*, Al Holt; 3) *Vorticity*, Jeff Gething. (6 boats)  
NEWPORT 30 — 1) *Topgallant*, Frank Hinman; 2) *Ariadne*, Jeff Kroeber; 3) *Achates*, Schultz/Shock. (12 boats)  
MERIT 25 — 1) *Xanadu*, Bill Glass; 2) *Ragin' Cajun*, Gayle Vial; 3) *Chesapeake*, Jim Fair. (5 boats)  
ISLANDER 36 — 1) *Fast Forward*, Brucker/ Hooker/ Schuchardt; 2) *Tom Cat*, Alan Sebastiani; 3) *Prima Donna*, Eric Warner. (6 boats)  
EXPRESS 27 — 1) *Summer Palace*, Bren Meyer; 2) *Leon Russel*, Johnson/Daniels; 3) *Trimmer*, Skip

Shapiro. (26 boats)  
CATALINA 30 — 1) *Mona Tux*, Dave Halaby; 2) *Imua*, Jonathan Carter; 3) *Southern Comfort*, K.D. Speer. (8 boats)  
CAL 2-27 — 1) *Windsong*, Charles Cornell; 2) *Bodacious*, John Ford; 3) *Margo*, George Adams. (5 boats)  
Sunday, February 14  
DIVISION I — 1) *Risque Business*, Soverel 33; 2) *Think Fast!*, Olson 30; 3) *Ozone*, Olson 34. (6 boats)  
DIVISION II — 1) *Loose*, Custom 24; 2) *ZOTI*, Choate 27; 3) *Wavelength*, Olson 911S. (5 boats)  
DIVISION III — 1) *Magic Jammies*, Wavelength 24; 2) *High Frequency*, Wavelength 24; 3) *Ragin' Cajun*, Merit 25. (14 boats)  
DIVISION IV — 1) *Grand Slam*, Cal 29; 2) *Candace Ann*, Islander 30; 3) *Fantasy*, Cal 29. (4 boats)  
DIVISION V — 1) *Freyja*, Catalina 27; 2) *Ragtime*, Cal 2-27; 3) *Summertime Dream*, Schumacher 1/4-ton. (8 boats)

DIVISION VI — 1) *Naressia*, Coronado 25; 2) *Slow Dancer*, SJ 24; 3) *Cinnabar*, Cal 25. (9 boats)  
CAL 20 — 1) *Farmers*, R. Von Ehrenkrook; 2) *Splish-Splash*, John Greene; 3) *Tosca*, S. Michalowski. (3 boats)  
EXPRESS 27 — 1) *Frog In French*, Kame Richards; 2) *Light'N Up*, Gary Clifford; 3) *Presto*, Todd/ Shackelford. (8 boats)  
INTERNATIONAL FOLKBOAT — 1) *Moria*, Jed Crane. (only boat)  
J'ERIT 24½ (J/24 and Merit 25 combined) — 1) *Ragin' Cajun*, Gayle Vial; 2) *Chesapeake*, Jim Fair; 3) *Xanadu*, Bill Glass. (7 boats)  
MOORE 24 — 1) *Mercedes*, Joel Verutti; 2) *Wet Spot*, Mike O'Callaghan; 3) *Equinox*, Clifford McGuire. (5 boats)  
OLSON 25 — 1) *Alchemy*, Joe Kitterman; 2) *Pearl*, Bill Riley; 3) *Honey's Money*, Bob Evans. (9 boats)  
SANTANA 22 — 1) *Jowen*, Robert Ward; 2) *Gust*



Gary Weisman are expected to be in the afterguard of the Jim Betts-built beauty; Reggie Cole, formerly of *Kathmandu*, will maintain her. *Champosa V* will probably do the Kenwood Cup rather than jump on the 40-rater circuit immediately.

The **1988 Darwin to Ambon Yacht Race** begins on July 23. This will be the 12th running of this 600-mile excursion from Australia more or less due north into Indonesia (look it up in your atlas — we did). Last year, 38 boats in three classes — racing, cruising, and multihulls — competed in what the press release describes as a “frisky ride across the Banda Sea”.

Two American boats — *Bunyip* and *Nalu IV* — copped the top spots in the cruising division. Apparently, one of the big attractions of this race is that your entry fee gains you a three-month permit to cruise in Indonesia, which the race sponsor describes as “some of, if not the best, cruising grounds in the world. And, in spite of a few rumors, the only pirates around are the visiting yachties!”

The **Thunderbird Worlds** are coming to San Francisco Bay in July 1989. Golden Gate YC will host the week-long event, which promises to attract 45 boats from as far afield as Australia, New Zealand, and Canada. The 1988 ODCA season will be used to determine local qualifiers for the Worlds.

It's not too early to shop around for a T-Bird for the Worlds. Five or six grand will

Division A		
1. <i>Pandemonium</i>	N/M 66	Bill Twist
2. <i>Sorcery</i>	Mull 82	Jake Wood
3. <i>Kathmandu</i>	SC 70	John Wintersteen III
4. <i>Citius</i>	SC 70	Nick & Bob Frazee
5. <i>Mongoose</i>	SC 70	Bill Wilson
6. <i>Prima</i>	N/M 68	MDR Syndicate
7. <i>Swiftsure III</i>	N/M 68	Fletcher/Lingenfelder
8. <i>Maverick</i>	N/M 68	Les Crouch
Division B		
1. <i>Jano</i>	Frers 43	Mike & Robert Kahn
2. <i>Eclipse</i>	N/M 43	Bill Bannasch
3. <i>Tomahawk</i>	Frers 51	John Arens
4. <i>Roller Coaster</i>	SC 50	J. Fraser & K. Burnap
5. <i>Kayue</i> *	Peterson 10M	V. Eneko
Division C		
1. <i>Vendetta**</i>	Peterson 40	Javier Velazquez
2. <i>Sidewinder</i>	R/P 43	Aaron Saenz, Jr.
3. <i>Sirius</i> *	N/M 40	Bob Higgins
4. <i>Volare</i> *	Peterson 40	Antonio Elias
5. <i>Saeta</i> *	N/M 41	Rogelio Partida
6. <i>Iemanjá</i> *	N/M 40	Jorge Escatante
7. <i>Shanadi</i>	N/M 40	Hector Guzman
8. <i>Alarise</i>	Holland 41	Manuel Vazquez
*Mexican Entries		

get you a pretty nice used one, but you don't need to spend even that much for a winning boat. For example, consider the case of Jim Graham, who lost his first T-Bird, *Ethel-O*, two years ago after colliding with Blossom Rock Buoy.

Graham immediately picked up an old beater, hull #150, for next to nothing. With help from other Thunderbird owners, he resurrected the boat, named it *Windjimmer* and began beating up the fleet. *Windjimmer's* victories includes a class win in last year's Golden Gate midwinters and the '87 Thunderbird ODCA class championship.

Recipients of the prestigious **Rolex Yachtsman and Yachtswoman of the Year** awards for 1987 were Ed Adams and Susan Dierdorff Taylor. Adams, 31, of Newport, R.I., won the 1987 Star World Championship, the Snipe NA's, and all kinds of other regattas. Taylor, 29, of Annapolis, won the 1987 USYRU Women's Doublehanded Championship in 470's and was the top woman finisher in many other 470 regattas. Both Adams and Taylor are top prospects for the 1988 Olympic team.

Runners-up in the voting were the Bay Area's John Kostecki and La Jolla's J.J.

Isler. Nominations for the awards are solicited from USYRU members; final selection is made by a panel of yachting journalists including the *San Francisco Chronicle's* Kimball Livingston. Past winners of the awards, which began in 1961, reads like a who's who of yachting: Ted Turner (4 time winner), Dennis Conner (3), Betsy Golenitis (3), Buddy Melges (2), Lowell North (2), Dave Curtis (2), Sally Lindsay (2), and more.

The February USYRU monthly magazine *American Sailor* — a fine publication which goes out to all USYRU members — featured an interview with the owners of two grand prix yachts, one of whom was **Irv Loubé** of *Bravura* fame. The title: “I Like IOR!”. Another article in the same issue was a look at “Three Clubs in California”: St. Francis YC, Richmond YC, and the Olympic Circle Sailing Club in Berkeley. Good reading.

Two other items in the same publication caught our eye. Last October's **Master of the Bay** regatta on the Chesapeake, the second professional sailing event in this country, bounced checks for the \$21,000 in prize money it “awarded” to participants. Race organizer J.R. Huneycutt has filed Chapter Seven bankruptcy in Virginia. The first dash

Buster, John Orfali; 3) Limestone Cowboy, Karen Leach. (5 boats)

THUNDERBIRD — 1) Windjimmer, Jim Graham; 2) Lyric, Jim Newport; 3) Second Wind, Mark Simmers. (5 boats)

WYLLIE WABBIT — No starters.

### CYC and SYC Midwinters

Results of the Sausalito and Corinthian YCs were unavailable at press time. We do know that both fleets raced in light westerlies Saturday and light to medium breeze Sunday. It was also so warm and sunny both days that most crews raced in shorts and T-shirts. As mentioned, we will have the cumulative results for all midwinters races for all clubs in the April issue.



# THE RACING SHEET



## KOSTECKI'S ACE TIPS

*This is another in an occasional series of articles by John Kostecki to help weekend racers improve their skills. Kostecki is one of the hottest one-design sailors in California as well as the world. See a separate Racing Sheet story on his recent exploits.*

### Ducking A Starboard Boat

There are big gains and losses to be had by ducking a starboard tack boat. Being able to understand the different techniques will help you to always gain on your competitors in ducking situations.

Once you have made the decision to duck, you should clearly hail "hold your course". This will intimidate the starboard tack boat so he won't tack or alter his course while you are trying to duck. Next, you have to decide whether to duck early or late. Bearing off and ducking a boat early is the fastest course through the water, but, if the starboard boat tacks in front of you while you are ducking, he will sit on your wind and slow you down.

A good rule of thumb is whenever you think the starboard boat might tack in front of you, don't begin to duck until you are a boatlength away. This will make the starboard boat think you might tack to leeward, and prevents him from tacking on you.

When I sail a J/24 or a One Ton, I can't see the starboard tack boats approaching

because of the genoa. I have the jib trimmer, who is on the leeward side, telling me the information needed. The jib trimmer should tell the helmsperson how many boatlengths away the crossing is going to be, and constantly count the lengths down until he begins to tell you to bear off. It is important that the trimmer gives you accurate information like "bear off 10 degrees" rather than "bear off".

Once you see the starboard boat's bow crossing in front of your bow, it becomes the helmsperson's responsibility to judge the duck.

It is very important for the crew to stay out of the helmsperson's visibility line while ducking another boat. Warn the crew before the crossing so they know to keep out of the way.

Anticipating your competitor's next move is the key in your decision to duck. With concerted effort from your crew, you can duck either sharply or gradually to take full advantage of a crossing situation.

— john kostecki

for cash was a small affair last fall held in J/24's in Minnesota. The next pro sailing event — and the only one that USYRU has endorsed — is the **Ultimate Yacht Race** in Corpus Christi on May 6-15.

The other item is a race announcement for the **Antarctica Challenge**, a macho round-the-world race starting from New Zealand on January 15, 1989. The idea is to go as close to Antarctica as you dare, as the

lower the latitude you sail the less miles you end up covering. At 60 degrees of latitude, it's a mere 14,000 frigid miles around the globe — if you don't do a rerun of the *Titanic*.

Going to the dentist or dealing with an IRS audit would be a lot of fun in comparison: we're freezing just thinking about sailing in latitudes nicknamed the "Furious Fifties" and the "Screaming Sixties". Whether or not the race will attract many — make that any — entries remains to be seen. If for some reason this concept turns you on, write Bruce Fanning, Antarctic Yacht Race Company Ltd., Box 6, Port Chalmers, South Island, NZ, for more information.

Another one bites the dust: several months ago the N/M 55 *Frantastic* augered in on the return trip from the Cabo Race. A few weeks ago, another Nelson/Marek minisled, Katsuhiko Takeda's titanium N/M 56 **Marishiten** was wrecked after setting a new course record in the Seabornia Race from Japan to Guam. According to Robb Walker of the Nelson/Marek group, the silver and red Japanese yacht went up on the beach in Guam during a typhoon and was reduced to scrap metal. *Marishiten's* finest hour on the race course was the '86 Kenwood Cup, when she won Class A in the Hate-the-State Race and ended up second in class overall for the series. Takeda's new sled, one of the two N/M ULDB 70 raters under construction at Dennis Choate's Long Beach shop, will be ready in May.

If you were planning to watch the sailing competition in the **1988 Olympic Games** in Seoul, don't blink. ABC has allotted 15 whole minutes to its entire coverage of sailing, which translates to slightly more than 1/100 of its planned programming. Of course, if that coverage is anything like what ABC has been doing to the winter games, it may be a blessing in disguise. In the last five days, we've seen about 10 minutes of skating, 20 minutes of downhill, an hour or two of hockey, and about 13 hours of commercials.

If ABC's proposed coverage ticks you off as much as it should, you can and should complain about it to Terry Ewart, Coordinating Producer, The Olympics, Room 2673C, the National Broadcasting Company, 30 Rockefeller Plaza, New York, NY 10020.



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# CHANGES

This month we have a dog's view of cruising life and Cabo San Lucas from **Sea Fever**; reports from **Dazzler** on the Bahamas; **Tamarac II** in the South Pacific; Denise Zirpel and the **Great Juanico Garbage Burn**; **Christopher Robin** on the Atlantic Cruisers' Rally; **Weatherly** on anchoring in La Paz; the **Rubaiyyat** in the South Pacific; **Kialoa II** on her way to the Revillagigedo Islands; and, **Cruise Notes**.

## Sea Fever — Amazon 37 Caesar, the Sea Fever Dog In Cabo San Lucas (Middletown, CA)

You have no idea what this German Sheperd has been through! My normally sane master took me from my country home in Camino, then moved me (dog cookies and all) onto his 37-ft Amazon sailboat. He forced me to wear a harness, tether and lifejacket.

Then on December 10 — and much against the recommendations of my canine barometer — we left San Diego. Sure enough, after two days we were hit by the

Nonetheless, we made it here to the land of skinny, malnourished dogs. I don't dare associate; diseases, you know.

A setter staying at one of the local hotels told me she flew here from L.A. in just two hours on a jet. So what was with my clan taking ten days? Insane.

What this dog wouldn't do for a pine tree and a deer to chase!

— caesar,

owned by dick, jeanie & michael johnson

1/20/88

## Dazzler — Offshore 47 Carey Johnston-Crane & Charlie Crane Nassau, Bahamas (Los Angeles)

We lived to tell about it! We spent the last six months of 1987 in Fort Lauderdale emptying the contents of our bank account into those of the marine business community. Major problems appeared during a routine rig inspection: two cracked mast tangs and several cracked chainplates. We stopped counting the cracked chainplates after four and decided to pull and replace all 15 of them.

We were absolutely stunned by the discovery. We had checked the rig before leaving Key West and making a four-day passage north. We hadn't seen any signs of the stress. I can't say enough about routine inspections; you'll never know what will turn up. *Dazzler* is a Luders-designed Cheoy Lee Offshore 47 ketch that was built in 1973.

All in all, we can't recommend staying in South Florida for the summer. The heat and humidity are beyond belief! A wiser course might have been to head out to the Bahamas, always keeping an eye open for hurricanes. Or if the boat draft permits, to chug up the ICW to the Chesapeake. The controlling depth of the Waterway is advertised as nine feet, but we've talked to several boats that draw just 6.5 and had problems.

We don't have to bother with sails much anymore now that we're kedging our way



through the Bahamas. We just take the 60-lb Danforth out in the dinghy, put the Westerbeke into 'D' for drive, then hit it while the other crewmember(s) crank on the Barient 32 two-speeds. If that doesn't move us, we mix cocktails and wait for high tide. To date it's proved to be the most efficient means of propulsion — not to mention the savings on fuel and sail chafe.

We draw 7.2 feet. If we have a foot of water beneath the keel at low water we consider it to be very deep. Several times we've been asked why we carry 400-ft of all chain rode. Initially we carried it because the average depth of anchorages in the Pacific is 20 to 80 feet. Now we say we carry it because the holding ground in the Bahamas is so poor that even if the hook won't grab, the 400-ft of chain lying on the bottom will hold *Dazzler* fast. The chain also seems to do a better job than nylon of hooking on to items typically found in Nassau Harbor: lawn chairs, refrigerators, tires and air-



Giving Spuds some competition at Cabo.

first of two gales. You've never heard the wind scream like that! And water? Even my cockpit bed got wet.

Master Dick screamed at me, too. Makes a dog feel unloved. I got even though; did a "big job" up forward on the staysail.





TIM STAPLETON

conditioners.

As soon as the next Norther passes through, we'll try day-kedging (as opposed to day-sailing) down through the Exumas and start practising our 'eyeball navigation'. This means Charlie gets to sit up in the spreaders looking for coral heads and shoals while Carey steers blindly awaiting the dreaded 'hard to port' (or 'starboard' as the case may be). Then Carey gets to steer away from an unseen — to her — hazard. This is what's meant by 'eyeball navigation'.

Eventually, we hope to make it down to the British Virgin Islands for the rest of the winter, then hop off across the pond for the Med this summer.

— cary & charlie 1/12/88

**Tamarac II — Westsail 32**  
**Lura & Jack Francis**  
**South Pacific to the Seychelles**  
**(Stockton)**

Last June 27 — nine days out of Vanuatu

Building healthy bodies and minds the cruising way.

and bound for Port Moresby, Papua New Guinea — we had a surprise rendezvous in the middle of the 400,000 square mile Coral Sea with Jim and Cheryl Beck on *Ptarmigan*! We hadn't seen them in a year.

Upon making landfall the following day at Port Moresby, every locker was searched — as expected — by PNG Customs and Immigration. All our medications were suspect and the officials were unhappy when we couldn't produce a doctor's prescription for them. There was some levity, too. Unable to read English, the officials had to sniff our moth balls trying to figure out what they were.

We'd tied up to the wall inside the breakwater where we were able to run a hose with fresh water. Everybody was friendly and reasonably priced Chinese meals and drinks were available at the yacht

club. The only drawback with the location is that it's directly downwind from the container shipping yard, and thus gets heavy coats of soot and dust from the freighters.

The museum at Port Moresby is excellent. For those with the time and inclination, Papua New Guinea offers unlimited opportunities for adventurous exploration.

The middle of July we departed for Torres Strait on our way to the Indonesian island of Bali, encountering southeasterly rain squalls and winds gusting to as much as 50 knots. A secondary southerly wave train made the ride uncomfortable. Nonetheless, we made good time to Australia's Coconut Island where we anchored for the night. When an Australian Coast Watch aircraft flew overhead we contacted them on Channel 16 for permission to anchor. We didn't have visas for Australia and hadn't cleared into the country. Permission was granted.

Unpredictable currents as strong as eight knots combined with narrow passages and numerous reefs make careful navigation in the Torres Strait a necessity. Good weather and current information were available on Channel 16 and from the Coast Pilots. Furthermore they offered — with a great sense of humor — advice on the best anchorages to wait out unfavorable currents. Despite the tricky conditions, we enjoyed our sail through those turquoise waters.

On the other side of Torres Straits lay the Arafura Sea and the Indian Ocean. The latter is reputed to be a bear and we were ready for it, but we had great sailing. ESE trades at 11 to 18 knots had our Westsail 32 moving along at five to six knots under main and super yankee. The only exception was the three-day stretch of 30-knot winds 420 miles from the coast of Bali. All in all, it was a pleasant 18-day, 1800-mile sail from Port Moresby to Bali.

The harbor at Benoa, near Bali's main city of Denpasar, affords reasonable shelter despite the strong current. Several locals are glad to service your boat with water, fuel and laundry.

Everyone going to Indonesia is aware that you must get a cruising permit before you arrive. We thought we'd done just that. But



# CHANGES IN

there was a slight error and we were told that only the skipper, Jack, could get off the boat. Jack asked the Immigration official if he could leave his wife at home. The man laughed, appreciated Jack's point, and gave us both shore passes.

As has often happened in our travels, we became acquainted with a local family, that of the Post Office Superintendent. He was amazed that two people in their 50's would have sailed all the way to Bali from California, and invited us home for dinner. On other days the family took us touring and shopping, affording us a wonderful in-depth view of the exotic Balinese culture. Before leaving we rented a car to drive to the north coast; the destination was delightful but driving was just another version of Russian Roulette.

Our next passage, to Cocos-Keeling which is halfway between Australia and Sri Lanka, was our best to date. It was swift and comfortable in the company of many dolphins, flying fish and sea birds — including the beautiful Golden Bosun, a rarity since its only nesting place is on Christmas Island. The lovely apricot-colored bird

small atolls and 27 coral islets that cover a mere 5.5 square miles. There is a reef with the usual one pass into a lovely lagoon. The group was formerly owned by John Clunis Ross I, who had a permanent grant from England's Queen Victoria to develop copra. His original beautiful white tile and teak home is still there. In 1978 a loophole was found in the original grant that allowed Australia to 'purchase' the island group from John Clunis Ross III for a fraction of its value. Bankrupt, Ross returned to Perth. His son John, however, has remained to turn the beautiful family home into a hotel.

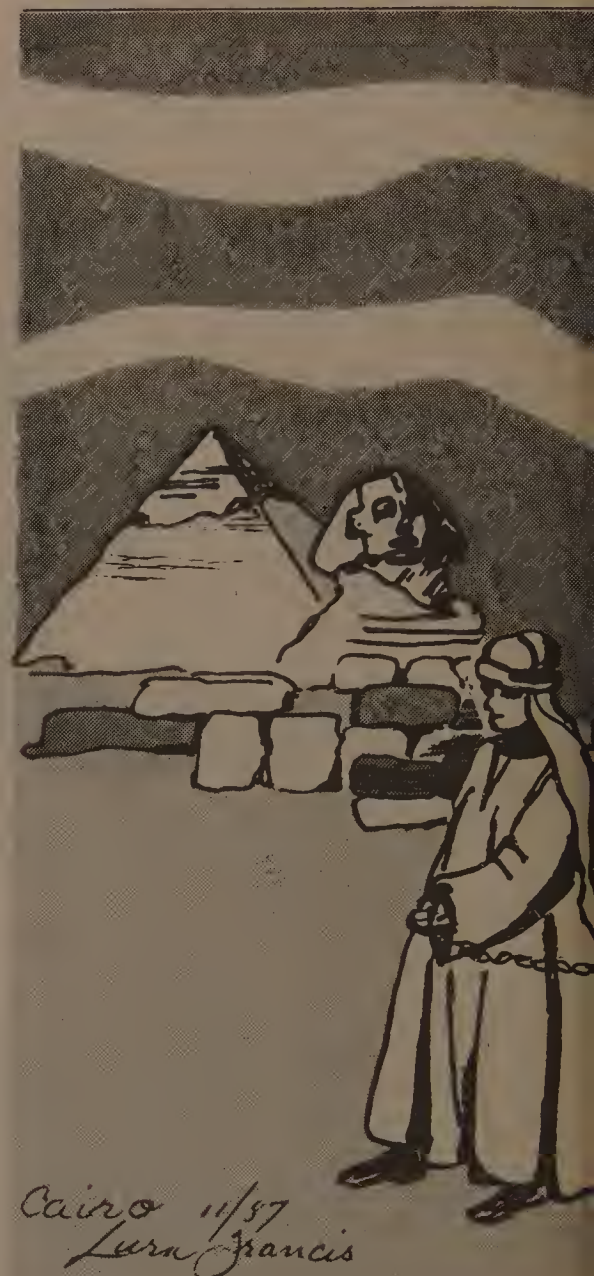
We were treated graciously by Australian Customs and Immigration, who allowed us to anchor at the designated moorings off Direction Island. We were welcomed at the general store, had a meal in the government mess, and did two loads of laundry at the wash house. We hung our clothes on the line while we enjoyed the view of the giant waves breaking on the reef of this isolated Indian Ocean outpost.

There are two separate communities on separate motus on Cocos-Keeling. On Home Island you find the remnants of the tropical Malay island people with a culture similar to that found on Indonesia. On West Island there is a complete miniature Australian colony of government employees and their families. Included is a weather station, an airport, paved roads with a white line down the center, a post office, bank, schools, hospital, general store and bread delivered every other day from 1,500-mile distant Perth.

All the Aussies are government employees — except for a few who work for Shell Oil — on two or three year contract. Each family has government issue furnished housing. It's a 'company town' in the middle of a huge ocean.

Late in August we headed 1,520 miles west for what would be the most beautiful atoll we had ever seen, the uninhabited and infrequently-visited Solomon Island that's part of the Chagos Archipelago. The best known island in the group is Diego Garcia, an island the United States Navy leases from Great Britain for a strategic base in the Indian Ocean. Cruising boats are not welcome at Diego Garcia unless there is an emergency.

On our passage — during which we averaged 126 miles per day — we experi-

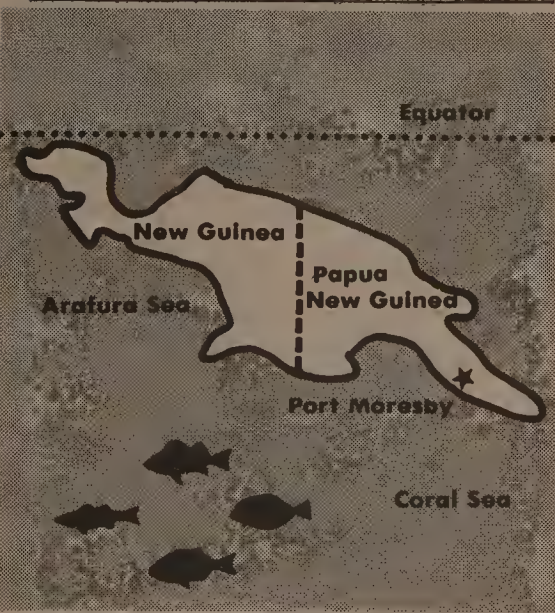


*Cairo 11/87  
Lynn Francis*

Next stop for 'Tamarac II' — Egypt.

enced a marked change in the weather. There was increasing cloud cover with rain and nightly flashes of lightning. Once again there were conflicting swells from different wave trains. Nonetheless, it was high noon and sunny as we entered the pass to the Solomon Island lagoon and proceeded to Ile Fouquet where we anchored securely in 40 feet of sand.

On our port side was Ile Takamata, home of the delicious coconut crabs that reside in the thick coconut bush. The surf drenched coral heads between the two islands provided the best spear-fishing that Jack had ever experienced. There were so many fish he had a difficult time deciding which ones to have for dinner! The shelling was excellent, too, as the clean beaches were strewn with millions of lovely little shells, each with its own hermit crab. There were no flies or mosquitos. On nearby Ile Boddam citrus had once grown, but the trees were no longer



New Guinea, one of the destinations of 'Tamarac II', second largest island in the world.

cruised along with us for many miles. What a thrill! Our 1100-mile Bali to Cocos-Keeling passage took just seven days for an average of just under 160 miles a day. Not bad for a Westsail 32.

Cocos-Keeling is a beautiful group of two





people and cultures from Africa, France and England. An independent coalition government with a pro-Western president and a leftist prime minister was established in 1976, but a year later in a bloodless coup, the leftist, Albert Rene, assumed power. He replaced the constitution with one that established a one-party state headed by himself.

Despite patriotic propaganda signs and billboards that everywhere declare "the better state of affairs for the people", it's clear that there is oppression that's unnatural for these island people. Tourism fell off sharply following the Socialist takeover, but it seems on the rise again. Its future probably depends on how often attempts are made to overthrow the government; three poorly organized attempts have been made so far. Nonetheless, it would be difficult to find a lovelier spot for a tropical holiday, where the creole food is as good or the people better looking or more friendly. Clearing procedures, however, are ridiculously tedious.

There is a yacht club and the meals were reasonably priced and good. We were able to repair some sails in a large room upstairs with our Pfaff 130 sewing machine, which has proven to be excellent. Captain Michael, a retired English government official and Commodore, made us feel very welcome.

— Iura and Jack 12/12/87

*Readers — We'll have more on Tamarac's travels, including the trip to the Med, in our next issue.*

A young coconut tree gave its life for this salad.



LATITUDE/SARAH

producing.

On South Pacific islands we had resisted chopping down young coconut trees for their tender hearts. On Solomon Island, however, they were so plentiful and nobody depended on them for copra, so we enjoyed fresh "millionaire's heart of palm salad" with a clear conscience.

We spent eight lovely days at Solomon, the atoll that became our 'special place'. There were golden sunsets as well as plenty of rain to fill our tanks and wash our clothes. Using our dinghy, we were able to explore many nearby islands, all of them beautiful but in some way different. We marveled at the clear blue of the sky, the changing of colors in the lagoon water, the brilliantly-colored fish, the many sea birds, the tall palms and the complete serenity of it all.

Next was a 1,007-mile passage to the Seychelles. We had everything from heavy rains to calms to windshifts that kept us changing sails night and day. Even though it was hot, we had to keep the hatches closed because it rained so heavily. We dripped

with sweat and mildew grew rampantly down below. I used so much vinegar trying to get rid of the mildew that we smelled like pickles.

It was a rough and uncomfortable passage. Our best day's run was 120 miles, and one day we even lost ground. It was difficult to stay far enough south to maintain the latitude necessary for a Mahe landfall. We covered 1,130 miles in 9.5 days and were glad to get in. A similar sized boat made the trip at the same time but had gone farther north. Because of calms by the equator and the difficult southerlies, it took them 16 days. If you ever make this passage, stay well to the south of the rhumb line.

The Seychelles are spectacularly beautiful with white sand beaches, interesting rock formations, lush foliage, tropical flowers and interesting people. Our visit was made especially enjoyable because we were expected and entertained by the parents of a young Seychellois woman we knew in California.

The native Seychellois are a mixture of



# CHANGES

## The Great Juanico Garbage Burn

Chatelaine/N/A

Denise Zirpel  
(Portland)

After spending a wonder-filled two years in Mexico, we are getting ready to set sail for Costa Rica, Panama, Belize and points beyond. Before we do, however, I've got a bone to pick with my fellow cruisers.

At one of our favorite summertime anchorages, Caleta San Juanico, which is 70 miles north of Loreto, we were surprised and disgusted to find a grand garbage dump just over the hill from the 'cruiser's shrine'. It must have started out as a burning or camp-fire spot; but believe me, it grew. I'd estimate the dimensions as being 12 feet in circumference and about five feet tall. All prime gringo garbage. The recent additions to the pile hadn't even been burned; just bags and bags of garbage sitting on top.

It was left for Ralph and Jo on *The Trip*, Betty and Jerry on *Breakaway*, and my husband and I, to spend three days burning, breaking, crushing and dismantling the junk and garbage left by others. What did the people who left this stuff think, that some garbage man picks up on Wednesdays?

We took 13 loads of broken glass and 14 loads of crushed cans out for burial in deep water. We burned most of what remained. We didn't know what to do with the 20 or so disposable propane bottles. I suppose the ultimate in stupidity were the 12 murex shells; they would have looked great scattered around the shrine.

The answer to the garbage problem — which I thought everybody knew — is:

1. Break and sink your bottles and cans in deep water.

2. Burn and bury your paper products and organics.

This will leave you with a small bag of non-disposables, which should be taken back to the nearest port when it's time to restock.

These steps make sense, aren't hard and don't take much time. If anyone takes the time to notice, the Mexican fish camps are clean enough to eat off the sand. We cruisers have to remember that we are guests of the beautiful country of Mexico. We should keep it that way and not allow the best anchorages to become overrun by rats. There were a few scurrying about at San Juanico.

I don't like to say it, but on the way back to



La Paz we found the same thing starting to happen at Isla San Francisco.

Enough said other than let's all get our act together and don't ruin these beautiful areas for those who come after.

*Un prospero ano nuevo.*

— denise zirpel 12/31/87

Denise — We're all in support of keeping those Baja anchorages spotlessly clean. With the incredible desolation of places such as San Juanico, it only takes a bottle or two to wreck the pristine atmosphere.

The only thing you might want to reconsider is the dumping of bottles and cans in deep water; some folks consider it to be littering in the first degree.

**The Atlantic Cruiser's Rally**  
**Christopher Robin — Westsail 32**  
**Angie Arndt**  
**Canary Islands to Barbados**

*Here's to the Rally for Cruisers  
In which there will be no losers  
We're here for the fun,  
As we race for the rum,  
We 200 yachts full of boozers!*

The 'dump' at San Juanico, one of the most isolated and lovely spots in Baja.

I penned that limerick 1,200 miles out of Las Palmas (Canary Islands) as an entry in the limerick contest being held on the daily ham radio net. It should give you some idea of what the second Atlantic Rally for Cruisers was all about: a lot of fun.

I, however, was not always a believer in "racing" our way back across the Atlantic with 200 other determined cruisers. But the safety and companionship features won out, and there I was writing poetry mid-ocean! But I'm ahead of myself.

My captain, Peter, and I left Orr's Island, Maine, aboard our Westsail 32, *Christopher Robin*, in May of 1986. We managed to reach the Azores; Falmouth, England; and wind our way down the French canals before we even heard of ARC — the Atlantic Rally for Cruisers.

We had planned a two-year blitz of the Atlantic, English Channel, Med and Caribbean as a way of getting away from it all (whatever "it" is) and as a new approach to making major life decisions. And while we had made good mileage our first summer





COURTESY DENISE ZIRPEL

and fall, we could not help but laugh at the suggestion we enter *Christopher Robin* in a transoceanic race. Oh sure, the organizers had changed it to a 'rally' after the first year to connote 'fun', but we knew it would be a race to the finish and just couldn't imagine a 'Wetsnail' crossing the starting line.

While in Athens in late June, however, we received an entry form and a number of rave review articles from participants in the inaugural race. We decided to get our act together and at least send in the entry form. What the heck, even with 200 boats allowed to enter, there was already the possibility of a waiting list.

I was still hesitant, far from convinced that the ARC was the way to go. My reasons were simple: Not for a minute did I believe that my captain, hubbie and racing nut could take the rally for anything but a full-fledged, to-be-won race. And damned if I was going to hand steer the Atlantic for any prize! I was also leery and shy about being part of what could very well turn out to be a madhouse social scene at both the start and finish of the rally. I guess the cruising life and pace had gotten to me; the prospect of schedules and crowds was not attractive.

My captain had other ideas. First, he desperately wanted that the two of us sail back "alone". We had taken crew for the trips to the Azores and England, and were glad of it. I had never been offshore before and we hit a lot of ugly weather. But now, he felt, we were ready to try it alone and saw the companionship of 200 other yachts as an excellent insurance policy. Ah, safety in numbers! Peter was also for the build-up and hoopla. He saw the rally for what it was: a chance to meet many fellow travellers and have a good time! Naturally, I made him sign in blood a promise that he'd not race one mile of the way. He is a convincing man and had me won over by the time we reached Turkey.

As it turned out, one of the best byproducts of entering the ARC was the November 17 deadline it set for us to be in Las Palmas. Had we been left to our own initiative, we might still be on that side of the Atlantic. We loved Greece, Turkey, Italy and Spain so much that we hated to leave. But with a non-refundable deposit for the race, we couldn't afford to leave our anchor down too long in any one place. So we both saw a lot and made good time.

Our only stay of any length enroute to Las Palmas was in Gibraltar where we stayed at Marina Bay for 19 days and got much of our preparatory work done for the Atlantic crossing. It's a beautiful facility with excellent access to the Spanish town and marketplace. It's also a hot-spot for yachts heading south from all over the world.

We also opted to spend a little additional time in Gib in case Las Palmas proved to be insane with yachts all preparing to leave on the same day. I did most of the provisioning there while Peter took care of the better part of 'the list'. The latter meant checking the mast, standing and running rigging, checking the sails for chafe, assembling all the emergency gear, checking battery levels, cleaning terminals, stowing all the cruising gear, etc.

The 'scene' in Las Palmas turned out to be much more organized and sane than I expected. Special services, for example, provided the delivery of provisions from two supermarkets. But we were still glad we'd gotten so much done in Gib because the pace was tremendous. Between pot-luck dinners, jumble sales, fancy dress competi-

tion, "free rum" nights and our final soiree, we barely found time to sleep let alone pack the interior, stow the anchors and shop for our fresh stores.

The energy level was also very high and the enthusiasm even greater. It felt so good to be sharing such a big event with so many other sailors. I even had the unexpected boost of being able to reassure a few new-to-the-Atlantic crew with my one affair with *le mer*. Of course, one shouldn't start any long sail as exhausted as we were, but was there any way to avoid it?

I have to confess we owe race founder Jimmy Cornell and the race committee thanks. Being a Westsail 32, we assumed we'd start in Class E, for boats between 30-35 feet, and thus on the early departure date of November 25. But Cornell and crew put us in Class D, for boats between 35-40 feet. The reason? We have a five foot bowsprit which, in their minds, makes us a



Angie and Peter Arndt aboard 'Christopher Robin'.

MARTI MAYNE

Westsail 37. At first we were hysterical and begged to be allowed to leave with the early group; if we didn't get to start until November 28, we figured there was no way we'd make Barbados by Christmas. But after a week in Las Palmas and enough Aruechas rum to sink the boat, we quickly decided that



# CHANGES

the extra three days in port would do us well. We just prayed we'd see palm trees before we saw 1988!

Our November 28 start had to be one of the greatest moments of the ARC as it was spectacular to watch 140 yachts between 32 and 126-feet prepare to sail 2,700 miles *en masse*. It wasn't what I'd call a photograph opportunity, as the huge fleet was very spread out. It took over an hour for everyone to cross the starting line. Nonetheless, cries of farewell and good luck went back and forth between new friends and competitors, and hearing the "Save some Mt. Gay for" calls over the VHF made it a start to remember.

Throughout the week prior to the start there had been a great debate as to whether you should sail north or south from Gran Canaria. Actually, it's a debate that's raged since the days of Columbus. Thus it was no surprise to see the fleet split after crossing the line. With a southeast breeze it wasn't even a contest for we cruisers who don't like to tack, so we on *Christopher Robin* headed north. And we'll debate the wisdom of that decision until we drop, I'm sure.

We spent the first evening becalmed and then ended up tacking between Gran Canaria and Tenerife in a 35-knot southwesterly breeze as the wind veered and funneled between the two islands. It took until the next evening — and with the motor on — to finally clear the Canaries. Even then we could only head 190°; "Cape Verde Islands here we come!"

I was certain those first few days that we had made a terrible mistake by joining the ARC. First, we had left with a lousy weather forecast of southeast to southwest winds. Two, we had no doubt lost the entire fleet when we tacked away from the Canaries; good-bye to the insurance of sailing with the fleet! I'll leave to your imagination the exchanges between the captain and crew those first few days. However, on the third day we were in VHF radio contact with three other yachts exchanging gripes and weather forecasts. Day four we tuned into the group on the ARC net and suddenly felt very much a part of the gang!

I must digress for a moment to explain how special, important and interesting it was to be in on the ham net each day at 1200 GMT. Certainly it was one of the best perks

of the race. Each morning we would tune in and hear the 15 or so licensed members of the net report their positions, weather conditions and general scenarios of life aboard; i.e. the number of fish caught, the equipment broken down, the dinner menus, etc. As a result we came to feel very much a part of the fleet.

We were reassured that there was indeed wind ahead and that we weren't the only ones who hadn't stocked enough beer. Now we knew where we sat in the fleet and eagerly watched our progress relative to that of the others. And we laughed out loud during the reading of the limericks. The net was a much unexpected source of entertainment!

Sure, there were times when I questioned missing out on the romantic notion of truly cruising alone and being completely out of touch. But just when I thought I had my fill of the net, I would be overcome with curiosity as to the other boats' well-being and positions; I'd then listen as eagerly as Peter.

Another highlight of the ARC was the great fun we had sailing within five to 20 miles of the British catamaran, *Io*, for 14 days. While that might not sound so fascinating in itself, try playing *Battleships* over the VHF twice a day with the same boat and believe me, you've got a unique twist to a transatlantic crossing. We started the game in an attempt to help Colin and Sara on *Io* entertain their two boys, but before long we were as hooked to the exchanges as they were. And we'll always remember the warmth and humor their exclamations of "Admiral Pooh, you missed again!" Unfortunately, I can't report the winner as we lost radio contact with *Io* on day 17. It was the end of that game and the beginning of the "Will we make it there by Christmas?" competition.

The first four days of the trip were discouragingly slow. Days one and two we averaged just two and three knots, and it wasn't until day six that we were able to head at all west. "Where are those bloody trades?" was the cry morning and night. All we had heard from seasoned tradewind sailors was the ease and pleasure of trade sailing; but all we've experienced was hard-nosed beating and and flukey reaches. That is until day 17!

It was on this day that the wind filled in and *Christopher Robin* began to show her stuff. The reason we lost radio contact with



*Io* wasn't because they'd pulled ahead! With either twin poles up or a double-reefed main and a poled-out genoa, we spent the last five days screaming toward Barbados. We no longer cared anymore about placing in the ARC, we were just having a fabulous time watching the 'Wetsnail' perform. I am sure they could hear our squeals of delight in Bridgetown as we surfed waves at up to 8.5 knots and averaged 6.5 knots to the finish line. *Finally*, tradewind sailing at its best!

By the time we saw Barbados at 1830 on December 21, a little over 23 days out of Las Palmas, we felt so proud, exhilarated and accomplished. I'm sure we would have been flying on our emotions alone, but the scene at the ARC finish line and reception dock raised our feelings even higher. For twenty or so of our friends were waiting there for us to arrive, and the rum punch flowed even before we tied up. "My God," I thought, "not only have we made it alone, but just look at all the great people we get to share the moment with." I just couldn't imagine having sailed it alone, dropped the anchor, and quietly taken ourselves ashore to





## Weatherly — Cape Carib 33 Connie & Ken Lydell La Paz, BCS

The editors of *Latitude* wisely recommend that cruising sailboats enjoy the mainland of Mexico during the winter months, avoiding the cold northerlies that plague the Sea of Cortez during that time of year. Yet here we sit in La Paz along with at least 100 newly-arrived vessels. Some, like us, are waiting for parts or a haulout while others came because of the ease of reaching a pleasant Mexican city in a series of daysails. Regardless of motive, we all find ourselves in the most difficult anchorage we are likely to ever encounter.

Twenty-knot northerly winds blowing over a long fetch combined with strong tidal currents and a crowded anchorage present non-trivial challenges to ground tackle and anchoring technique. During an aggregate of four months at anchor in La Paz, we have seen 20 vessels go aground while seeking anchorage, twice that number drag anchor, two drag moorings, and three break loose from moorings. About 16 vessels have gone aground in December alone. These statistics don't include close calls where the situation was salvaged shortly before it would have led to an anchoring failure. Virtually all of these problems were avoidable, saving many hard-working cruisers from the task of rescuing or assisting fellow cruisers in distress. Here are some rules that work for us and may make your stay less harrowing.

### Rule 1: Don't trust anyone.

Anchoring failures are not the exclusive province of newcomers. Seasoned cruisers and liveaboards are well-represented in the anchor antics that occur when the wind exceeds 15 knots. In other words, you must anchor defensively, never deferring to the experience or opinion of others. A few discreet inquiries will sometimes assist you in determining whether a habitual dragger is in the vicinity. Avoid them like the plague. Find out what kind of ground tackle and scope your neighbors are using. Some may be at 10 to 1 scope on either chain or nylon and won't shorten it for you. La Paz's many liveaboards like their spots and won't be shy in telling you that they think you are too close. Sometimes the neighborhood seems downright unfriendly. They all follow Rule 1.

### Rule 2: A new broom sweeps clean.

Hanging out at Cabo; what retired 'Latitude' employees like to do.

one mile once we cleared the Canaries. We simply enjoyed the ARC for what it was meant to be: a fun, relaxed rally for cruisers. Oh, and of course, a great way to sail the Atlantic 'alone'.

— angie arndt

*Readers — The 2,700-mile ARC course is very similar to that of Columbus' four voyages of exploration. It's interesting to compare passage times:*

Santa Maria — 34 days to cover the 2,000 miles from the Canaries to the Bahamas.

Maria Galante — 21 days to cover the 2,500 miles from the Canaries to Dominica.

Santa Maria de Gaia — 32 days to cover the 2,800 miles from the Canaries to Trinidad (via the Cape Verde Islands).

La Capitana — 21 days to cover the 2,600 miles from the Canaries to Martinique.

## Anchoring in La Paz

celebrate. The steel band, the rum punch and the throngs of people were just the acknowledgement my first transatlantic 'alone' deserved.

As would be expected and appropriate for such an event, the celebrations surrounding the ARC in Barbados were seemingly non-stop. The Barbadian government and tourist board went to great efforts to make us welcome by sponsoring evenings of reggae music, jazz performances and limbo dancing. And Mt. Gay flowed everywhere!

We had also arrived in time for the Mt. Gay Regatta, three more days of racing, rum and fun. In fact, it was a good ten days in Barbados before we were able sit back and contemplate what we had done. And what had we done? We'd come in fifth in our class!!!

It certainly was a long way from not even wanting to enter the rally to cheering with pride when Peter went up to receive a \$50 gift certificate from a local fishing equipment store. Best of all, my competitive captain had been true to his word and not really pushed during the rally. In fact, we didn't hand steer

ANDERS BUNDGAARD



# CHANGES

Long periods of calm provide the foundation for future excitement. Reversing currents cause rode to foul some anchors, newcomers fail to set their hooks, the waltzing radius of boats on all chain is reduced and the anchorage becomes too crowded. Complacency sets in. The first good blow — 15 or more knots — raises complete havoc for the first hour as drag races begin. If you are aboard when a blow begins after a quiet spell, turn on your VHF and select Channel 22. If something big begins to drag down on you, how will you escape? The first hour of the blow provides a great opportunity to charge your batteries. If you are ashore, get back to your boat. It all settles down after awhile. During a blow, all newcomers set their hooks or drag immediately.

*Rule 3: You can't plow without making a furrow.*

CQR anchors seem to work better than any other in La Paz. They reset well and they will do that often. Bruce anchors are a close second in a good holding ground responsive to their design. Danforths, brand X ploughs, fisherman and other anchor curiosities fare very poorly. Whatever you use, you had better set it well and properly. That means burying the flukes as deeply as you can. If your engine won't drag 120 feet of chain through sand and mud, set the hook on half scope and lay out the chain to full scope. If you can yank the hook out on short scope, you can

rollers on your bowsprit do any better? If the answer is no or maybe, you need either a riding stopper or chain stopper or both. You should have them anyway. If you don't know what these are, read Earl Hinz's excellent book on anchoring and mooring. Safety wire all your shackles and take chafe protection seriously. Bobstays, chocks, and bobstay fittings are important areas of concern.

*Rule 5: The only spot is a good spot.*

During the winter, boats arrive in batches and spend hours wandering around anchorages looking for a spot. Heads pop up out of the companionway hatches and all those who live by Rule 1 regard the newcomers with suspicion and fear. Where to go? First of all, *never* anchor with your boat directly abeam another unless you allow at least: your length plus his length plus your rode length plus his rode length of space. If you don't have these figures handy, try 200 feet. Since no one has any idea of where their anchors are, you are going to have a hard time figuring out who goes where in changing conditions. The best time to anchor is when wind and tidal forces are aligned. Chain and combo rodes will be laid out and everything will seem very tidy. The rest of the time it is very chaotic and weird. Don't leave your boat unattended in winds over 10 knots until you have experienced

neighbors and watch them like a hawk. Encourage them to leave for the mainland. Observe the behavior of other vessels in your vicinity. When a good spot opens up, hustle over and grab it. Several vessels have been waiting to take ours for weeks.

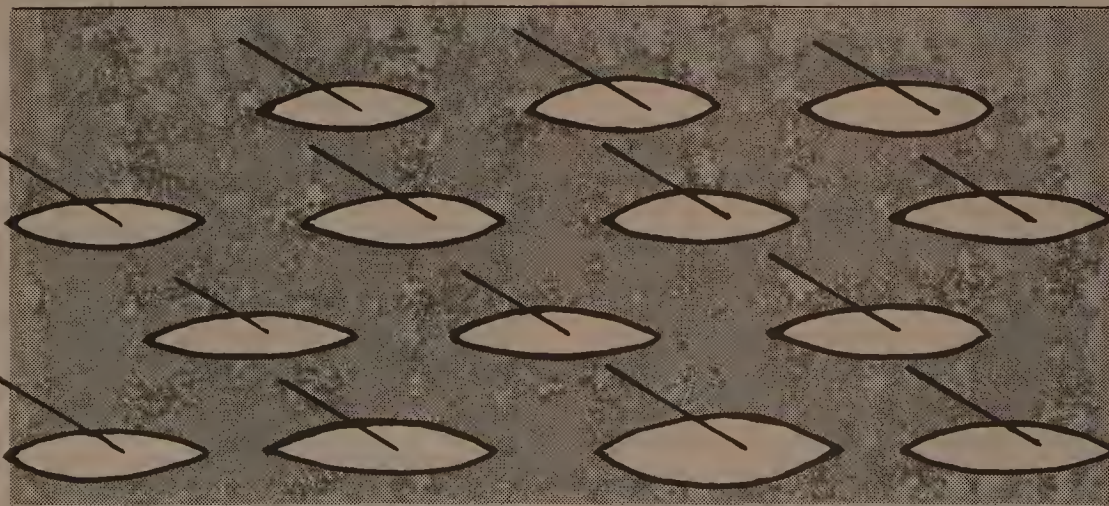
*Rule 7: Learn to sail well at anchor.*

Strange though it may seem, your rudder position can make a big difference in how your boat behaves at anchor. After all, you can make five knots without moving in proper wind and tide conditions. Lock your wheel or lash your tiller in different positions until your boat begins to behave in a predictable fashion. Never let your rudder run free.

*Rule 8: Avoid herd behavior.*

As you enter La Paz harbor you will pass an unfriendly north anchorage off the Los Arcos Hotel. This is where everything is convenient but crowded, and where anchor antics are most intense. A huge forest of masts will beckon you from the south bay. Unfortunately, there are shoals all over the place with boats anchored in five feet of water. If you are going to anchor in the south bay, try it at low tide, monitor channel 22 while maneuvering, go slow and drop your sails as soon as you run aground. Someone will pull you off later.

Once you are pretty confident it is all going to work out, you will find friendly neighbors, a delightful city, and will have earned your place in the cockpit watching



bet wind and waves will do it later on longer scope.

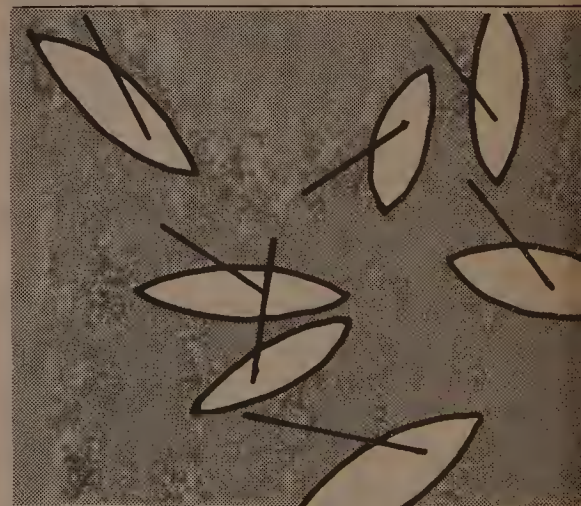
*Rule 4: The weakest link fails first.*

Really think out your ground tackle. Can your windlass take repeated shock loads of 2,000 pounds or more? Will those cute little

one complete incoming and one complete outgoing tide.

*Rule 6: Always trade up; never down.*

It may take some time to find your spot. In a blow, I have seen competent skippers reanchor six times. Get to know your



new arrivals grope their way through the harbor looking for a place to be for a while. You will be a La Paz veteran. But *never, ever*, forget the rules.

— connie & ken 1/15/87



## The Rubaiyyat Neil Joyce Plus Four Crew The South Pacific (San Diego)

As almost everybody should know by now, a cruise through the South Pacific is a damn good time. I could go on about how beautiful it is, how friendly the people are, and how spectacular the sailing, diving and fishing, but the reader might think I'm exaggerating. But honest to God, it's that good.

We arrived in the Marquesas after a 25-day passage from San Diego. Our voyage was marked by mostly eight to 12 knot winds; there were two days of lumpy seas and hot, rainy weather in the doldrums. None of us had made a transoceanic voyage before, and we were all pleased with both the trip and the boat. *Rubaiyyat* is 60-foot, 40-ton ketch that I had bought used and broken down just six months before.

I don't know how others judge the height of seas, but I go by one-half the height from trough to crest. By that method, I figure we mostly had three to four foot seas. At about 10° N we got 20 to 25 knots of wind from the northeast, a good tradewind, and the seas jumped up to six and eight feet. We made 180 miles that day and I cooked steaks on the BBQ. I had to, the freezer broke and we had 35 top sirloins slowly thawing.

With five to share watches, our trip was so sublimely comfortable that we scarcely

'Q' flag up until we could clear Customs. Everything seemed very informal, which was a good thing because we didn't actually clear for five days. Why? There was a weekend, a holiday and the *gendarmarie* is closed on Tuesdays and Thursdays. Next time we'll do what other cruisers do; make landfall farther to windward at the spectacular southernmost island of Fatu Hiva. Then we can check in with the *gendarmes* there and clear with Immigration in Atuona when we're good and ready.

The business of posting bond (\$1,200 U.S. in the Marquesas and \$800 U.S. in Tahiti) is always a hot topic of conversation and the system seems to have glitches. Immigration in Tahiti has taken to keeping a receipt of your posting bond and then issues a letter so you can get the bond refunded in Bora Bora if you want to continue west. Most of the time, but not always, the letter seems to be good enough to get your money back. Several folks have had to fly back to Tahiti to get their money. The system seems a little too casual for the amount of money involved.

By the time most cruisers get fully provisioned and out of the marine stores in California, they don't have the \$1,200 per person necessary for the visa. Those that do are often unwilling to part with it. We did, however, and it left us with a total of \$400. After buying some fuel along the way and

until friends come to visit so I can put the squeeze on them.

Others have managed the visa bond differently. *Many people just don't pay it!* They just tell the *gendarmes* in the Marquesas that they'll pay in Tahiti, and receive a 30-day visa. When they arrive in Tahiti two months later — after the visa has expired — they claim mechanical problems.

In any event, the Marquesas are fabulous and should not be hurried through. Cruisers must bring enough provisions because food and water are wildly expensive. A bottle of beer can easily cost \$3. Load the boat up before leaving California or Mexico.

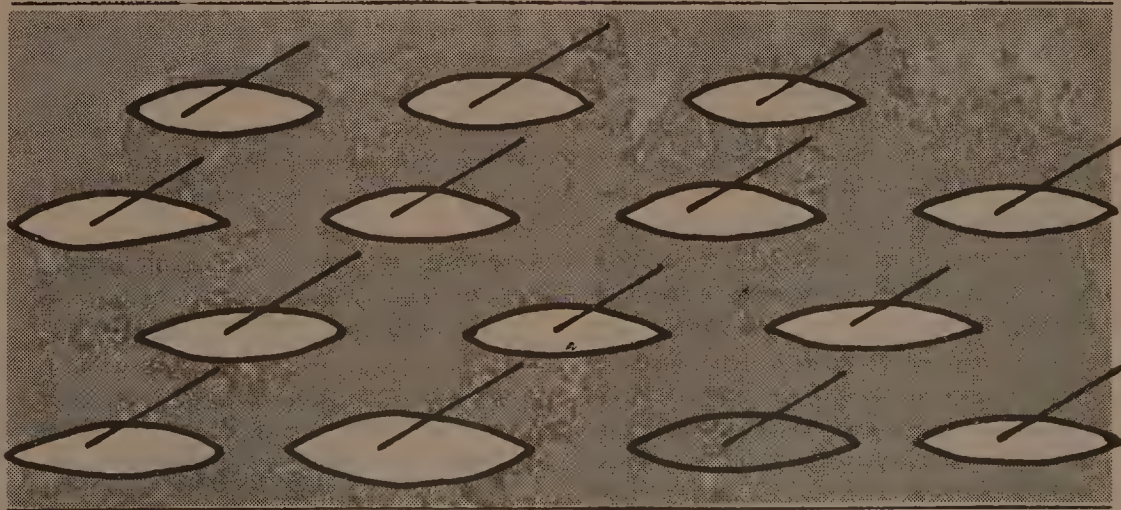
We heard stories of two boats getting the bum's rush out of French Polynesia. Both involved spoken unpleasanties between the cruisers and the Immigration officer behind a desk. I personally have long hair, a beard and generally look pretty ratty. My crew looks worse. Nonetheless, we've had only pleasant encounters with all officials. They graciously permitted us to remain in Polynesia for an additional month past our visa date as long as we promised to leave before hurricane season began in September. But we've travelled a bit before and know the importance of minding our 'p's' and 'q's'.

It really does seem a paradise here and we haven't met anyone who isn't having a wonderful time. Except, of course, during



looked forward to landfall. Perhaps we were lucky; if so, our luck is still holding four months later. Or maybe it's just one of the advantages of having a large boat.

We made our landfall at Atuona, Hiva Oa, prepared to remain on the boat with the



The three steps of the La Paz waltz.

making a few repairs in Papeete, we arrived in the beautiful lagoon at Moorea with just \$50 in the kitty. We now wait for two weeks

those few occasions when the anchor drags or it's necessary to buy something. The most difficult part of everyone's voyage seems to be untying the dock lines back in California.

We've seen the full spectrum of boats here, and I'm not sure size or style matters



much. Most common are fiberglass boats between 32 and 37 feet, but we've seen everything. Included are some very humble boats with no electricity, minimum equipment, just four feet of headroom and wet bunks that nonetheless serve their owners just fine.

It seems to us that important things are that the boat is well built and that the ground tackle is adequate. After that, it's a matter of personal taste and whatever the owner feels comfortable with. We have all the extras and acres of varnish; I'll confess to having to spend a good bit of time keeping it all in order. But all boats need working on and what's better to work on than a labor of love? So my advice to those looking for a boat is to get whatever one makes you happy.

Regarding specific equipment: Our Shipmate SatNav has been great. A spare would be nice because in all honesty, we're weak on celestial navigation. We don't have a radar and we don't miss a weatherfax because we have a good radio. Lots of folks like ham radio, and I suppose having the ability to put out distress signals and make cheap calls home is nice, but ours is always broken and won't transmit. I don't miss it a bit, but I suppose it depends on how chatty one is. And when push comes to shove, in an emergency you're really on your own anyway. We have a good 12-man liferaft and two EPIRB's.

I recommend a good autopilot. We have two, a Sharp Sea Pilot and a Wood Freeman. Both are mounted belowdecks and have made the trip a joy. I haven't had any bad words about windvanes, but you rarely find them on boats as large as *Rubaiyyat*. When in doubt, buy both.

Good ground tackle is important to me because I value a good night's sleep — even when the wind is howling. We have Dan-forths in hawsepipes and twice they have dragged.

The bottom of Papeete harbor seems to be several inches of mud over bedrock. We have watched dog and pony shows involving boats with every kind of anchor dragging across the harbor.

More important than the type of anchor, I think, is the arrangement at the bow for stowing, lowering, and raising the anchor. If the system is easy, you'll be more inclined to reset the anchor if it didn't bite well or if you



start to drag. In the long run it saves lots of time running around and shouting during anchor drills.

Aboard *Rubaiyyat* we have a fairly complex electrical system. It makes life more comfortable, but it can create problems with the batteries. To solve this problem we traded a pressure cooker we never used, a Seagull outboard I despised and a bottle of whiskey for a high-tech Wind Turbine wind generator. This has worked excellently. Solar panels are too expensive and don't generate enough electricity on larger boats.

The major problem cruisers face here in French Polynesia is how to avoid going back home. If that isn't testimony to the good life, I'll eat another banana.

— neil joyce 9/2/87

*Readers and Neil — Sorry about the delay in publishing this, it's one of those manuscripts that fell behind the desk.*

## Kialoa II — S&S 73

**Frank Robben, Pat & Kevin McGrath  
To The Revillagigedo Islands  
(Berkeley & La Paz)**

While cruising Mexico last year on their Westsail 32, *Critereon*, Pat and Kevin McGrath heard intriguing stories about the remote Revillagigedo Islands, which start about 220 miles south of Cabo San Lucas and continue on for another 220 miles to the

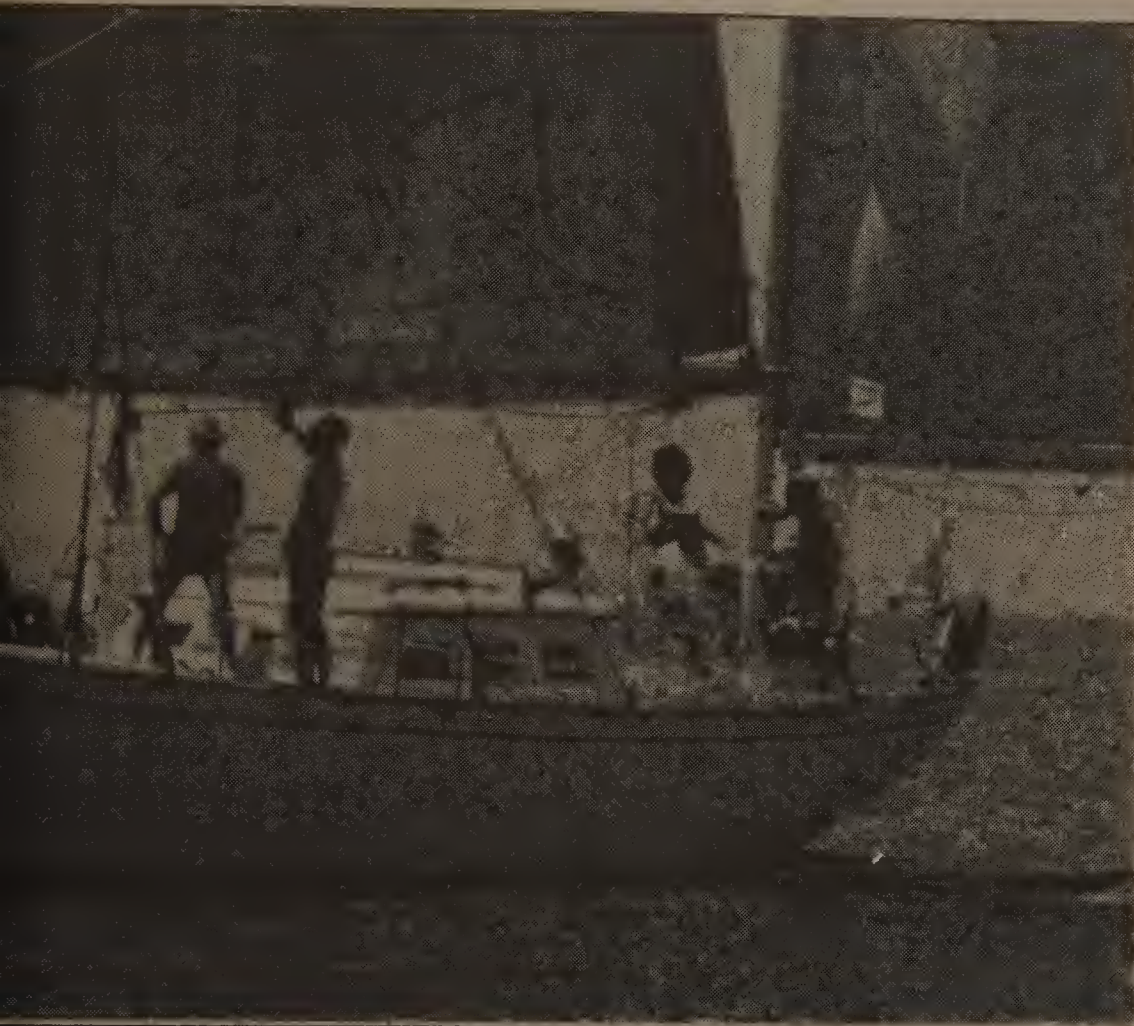
west/southwest.

The four-island archipelago consists of Rocas Partida, Isla San Benedicto, Isla Clarion, Isla Socorro and many underwater seamounts. Volcanic in nature, the last big eruption was less than 40 years ago. The fishing is sensational at the Revillagigedo's; as such, it's a favorite for such long distance fishing vessels such as Newport's *Majestic* when Ted gets a break from race committee duty at Baja Ha-ha Race Week.

It's also a stopover for a few yachts headed for French Polynesia, where cruisers can take on fresh water and bask beneath waterfalls before continuing on their long journey. Unfortunately the islands are favorites with sharks, too, and the surge can get bad in some anchorages. When Pete Sutter was there on *Wild Spirit*, a couple of boats had their anchor systems pulled asunder when a swell came up.

While the McGrath's intended to take their Westsail to the islands last year, the *manana* spirit crept into their lives and before they realized it the opportunity had slipped by. By a stroke of good fortune, they happened to enter into a chartering partnership with Frank Robben, owner of *Kialoa II*. Once full time crew, Pat and Kevin pitched a Revillagegedo Islands trip to Robben; he went for it and thus the big ketch is scheduled to sail from Cabo on March 19 and return about March 27. At last word, there





LATITUDE/RICHARD

'Kialoa II', shown sailing in the Sea of Cortez, is about to depart for the Revillagigedo Islands.

were still some berths open for "adventurous souls".

According to Pat, each island offers different attractions. Clarion is home to many varieties of seabirds and small animals, as well as turtles that visit each year to lay their eggs. San Benedicto's volcano erupted in 1952 and thus offers the chance to explore recent lava flows — and to strike new, uncharted obstructions, too! Socorro has a 3,707 foot peak that on clear days can be seen from 70 miles away. It's also home to a small but friendly outpost of the Mexican navy.

Normally we don't push commercial enterprises in the editorial pages, but this is a relatively unique opportunity. For further information on this and additional trips to the Revillagigedo Islands aboard *Kialoa II*, call (415) 843-3667.

— latitude 2/15/88

## Cruise Notes:

In last month's issue of 38 we ran a photograph of Claude Rothe's **Quetzal** and noted that it was anchored at Union Island in January. One reader, a friend of Claude's, called up and wanted to know where Union Island is. While there are twenty cities by the name of Union listed in the terrific *National Geographic Atlas of the World*, there is just

one Union Island. It's part of the country of St. Vincent and the Grenadines, which is in the Lesser Antilles just a little bit north of Venezuela and Grenada.

While we're in the Caribbean, we might as well swing up to Haiti. According to a story in the *New York Post*, Princess Gloria van Thurn und Taxis and her hubbie, the dashing Prince (of what?) Johannes, anchored their yacht off that strife-torn country and invited some of the natives aboard for a voodoo ceremony. Haiti is the center of voodoo religious beliefs and practices that originated in West Africa but took on Roman Catholic and West Indian flavorings when they crossed the Atlantic. Voodoo ritual is characterized by ecstatic trances and magical practices; 'voodoo economics' is peculiar to only the United States, however.

Well, how was the unusual onboard religious ceremony? "Lots of blood from chickens and frenzied dancing," a guest told the *Post*.

One of the cruisers in La Paz "wants to put in a good word for **Mac & Mary Shroyer** at Marina de La Paz". Why? "Besides having an A-1 marina, they provide free mail service, package drop-off and message service for all the yachties in La Paz. They have also installed a VHF radio on their patio for all to use. And they are always available for advice, counsel and assistance to the yachting community. They deserve mucho credit!"

Howard Wilson of San Leandro finally retired after a long career with State Farm and has gone cruising with his wife, Robbie, and dog Skipper, aboard their CSY 44 **Jaja**. Theirs is an unusual route.

Departing Mariner Square in Alameda in November of 1986, they sailed to Southern California and enjoyed that area until May of last year. They then took the easy way to the Gulf of Mexico (not California); which means on a truck via Interstate 10. It took them three days and \$2,900 to get to Houston. Wilson advised boatowners to shop the different truck lines; "they all want you're business and they're willing to dicker."

They departed Houston in August during a period of incredible heat and humidity. "You cannot imagine," writes Wilson, "how hot it can be when the humidity is 98 percent and the temperature is 98 degrees." Sounds like hell, to us. After a spending a month in Biloxi, then continued on to St. Petersburg and as of the beginning of 1988 were headed for the Florida Keys. Wilson and his wife of 40 years, Robbie, have no apologies for their slow pace. "It's different strokes for different folks, and I have this compulsion to play tennis. So you go your way and I'll go the slow way."

"The best find of the trip," Wilson concludes, "was a 'Cajun barometer'. They say it never needs tweaking and always works." Basically it's a piece of string with the following instructions:

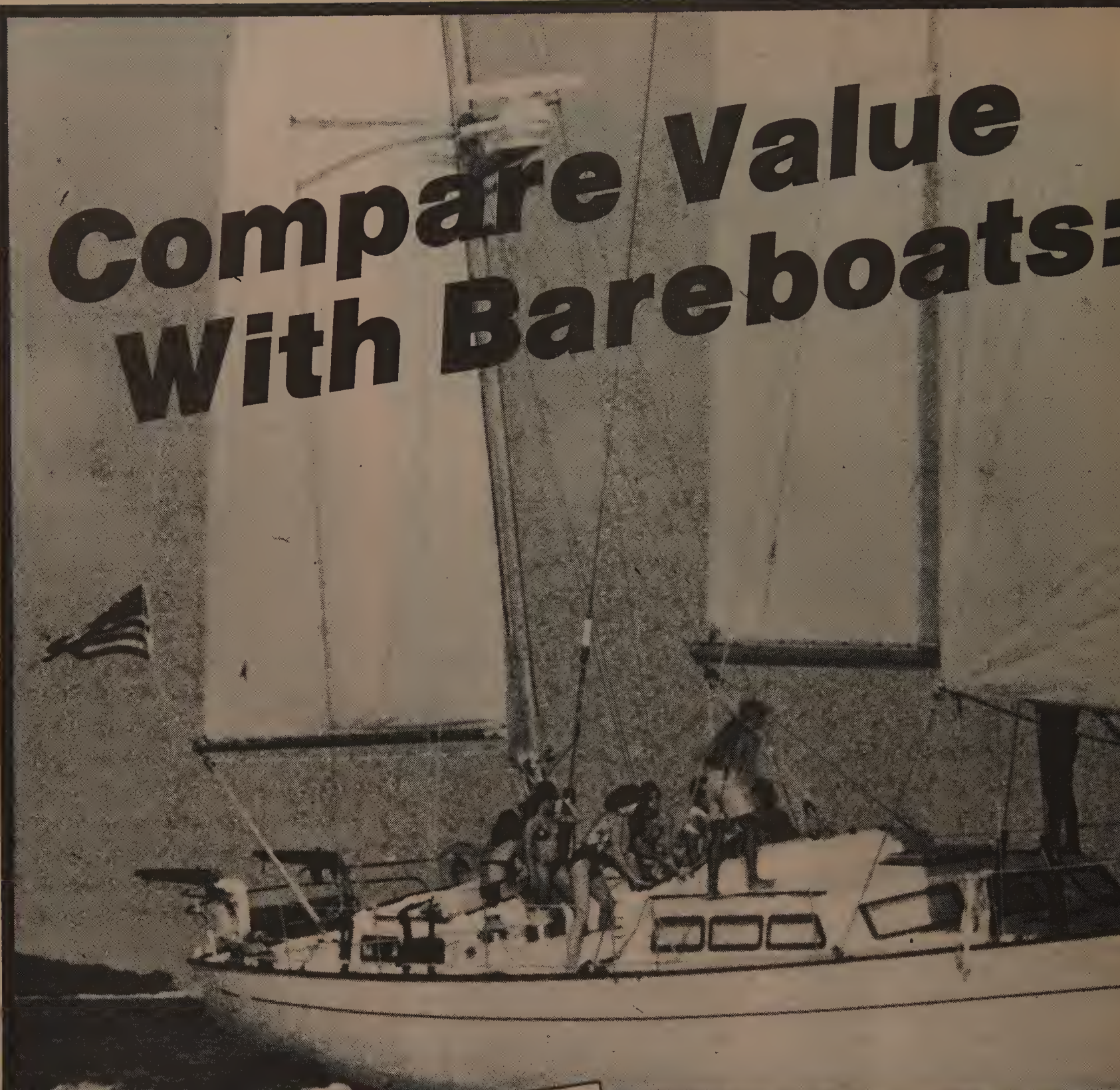
String dry — Sunny  
String wet — Rainy  
String white — Snow  
String swinging — Windy  
String gone — Hurricane

Funny the similarity it has with the 'Maori Barometer' in New Zealand. Only difference is that the Maori model is a rock rather than a string. Have a great trip Howard and Robbie!

Capt. R.W. Curry of Avalon "and other worried friends" want to know if anyone out there knows the whereabouts of Nick Paoilla and the **Lady Jane**. Curry says that Nick sailed to Hawaii last June and dropped him a note about the voyage. Nobody has heard from him since and a rumor has filtered back to the effect that he'd set sail from Hilo to California last September. If so, where is he? "Knowing Nick," confesses Curry, "it was just as likely to have sailed the other way."



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	NO	YES
	\$500.	YES
		NONE

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**USED BOAT.** Columbia 24-ft, 1968. Four sails including cruising spinnaker, 3-year-old 9.9 hp Evinrude, rigged for singlehanded sailing, good condition. \$4,500. Call (213) 823-2322 or (714) 548-6111.

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**CAL 25, 1969.** Sail #1148. Extra clean. VHF, Fatho., A.W.I., log, Evinrude 6, Barient winches (4), head, sink, stove. Alameda berth. \$6,750/OBO. Days (415) 861-3600; eves. (415) 355-8084.

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**20-FT BRISTOL SLOOP, 1966.** 15 hp o.b., extra sails, instr. convenient close-in heavy-duty mooring \$30/mo. at Pillar Pt. Harbor, H.M. Bay. \$2,700. Chris (415) 747-0131.

**23-FT MAYA.** Beautifull restored and improved. Great S.F. Bay sailer and pocket cruiser. Many extras. Best offer. (503) 292-8432.

**ERICSON 25-FT SLOOP FOR SALE.** \$10,000. Tabernacled, centerboard, radio, depth, new Tohatsu o.b., new 130%, new main, boat cover. Six months Santa Cruz slip available. Capitola buoy available also for sale or rent. (408) 371-5951 eves.

**FOR SALE: MOORE 24 SC.** Cabin top model, excellent condition. Honda o.b., trailer, all options, upgraded winches, North spinnaker & jibs, North Mylar/Kevlar main. Lake Tahoe boat. Consider trade for powerboat. Contact Jeff at (415) 837-5987 after 6 p.m.

**'86 OLSON 25.** Never sailed, new, Larsen sails. \$18,500. Must see to believe. (916) 525-5727.

**SAN JUAN 24 & TRAILER.** Complete race/cruise. 6 sails, full spinnaker gear, winches. Speedo, anenometer & A.W., depth gauge. Lifelines, pulpits, Porta-potti, alcohol stove, sleeps 6. Much, much more. \$11,950/OBO. (702) 825-7297.

**CAL 25.** Must sell. \$6,000. Owner will finance. Sleeps 5, settee, new knotmeter, 5 sails, outboard, fast cruiser/racer. (415) 237-4669, ask for Lou, owner.

**'77 RANGER 23.** I paid almost \$14,000 but you can have this quality boat for \$7,900 or any offer that's reasonably close to that amount. It ain't gonna get any cheaper. Bill or Pat, (916) 424-9460.

**'72 O'DAY 23.** Disp. 3,100 lbs. Keel/C.B. draft 2" to 5'5". 1980 Pineapples. Appearance very good. Dinette, 6 hp o.b., etc. Excellent, stable Bay cruiser. San Leandro Marina, C31. Price \$6,500. Wayne (415) 792-5905.

**25-FT U.S. YACHT, 1982.** Division of Pearson Yacht. Honda 4 stroke 7.5 hp o.b. Lewmar winches. Beautiful teak interior, excellent Bay boat. Condition of this boat is absolutely like new. Sacrifice. Must sell. \$8,500. (415) 228-2852 or (415) 228-7348.

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**BEAR BOAT SUGARFOOT #13**, 23' classic w/varnished hull, 2 jibs, spinnaker, Evinrude 6, recent haulout. Asking \$4,200. Must sell, leave message for Frank at (415) 346-1423.

**'86 CAPRI 22**. Race equipped, trailer, deluxe options, custom racing sails, motor, like new, fresh water sailed. Very competitive! \$9,800/offer. Lee (916) 891-8736 days; (916) 345-0118 eves.

**1982 CATALINA 25**. Alameda Marina, swing keel, trailer, Pop-top, cover, ds, VHF, Autohelm, 110%, 80%, 150% headsails, vanity. Excellent condition. \$14,700. (408) 379-4741.

**505 RONDAR HULL #5853**. Top cover and trailer. Yellow with cream top. Proctor mast. HP sails. Lots of Harken gear. Excellent condition. \$1,800. (707) 539-4991.

**J/24**. Race ready. DeWitt sails (main, jib, genoa & spinnaker). 6 hp o.b. Knotmeter, compass. Delux E-Z Loader tandem trailer (optional). Very nice condition. \$9,000/B.D. (415) 651-0869.

**CAL 20**. Great boat! Good condition, City berth, 2 sets sails, many extras. Seller motivated. Financing considered. \$2,500. Make offer! Call Doug, (415) 777-4700 days; (415) 387-8036 eves.

**CAOILLAC OF CAL 20'S**. Complete restoration. LPU hull & spars. New non-skid, rudder & rigging. Jiffy reefing, custom covers, many sails & tri-radial. Lewmar winches/hatch. 110v/12v electrical system, charger, stereo, galley area. Evinrude 6 hp. Call Doug (415) 531-6166.

**24-FT ISLANDER BAHAMA**. Good condition, club jib, full keel, good sails. The boat is a fast, solid, proven performer known for aesthetics & durability. Asking \$2,700 & will consider payments. Please call Steve, 547-7346, Oakland.

**J/24**. Good condition, many extras, including trailer. (415) 852-2310 weekdays; (408) 749-0274 anytime.

**FALMOUTH CUTTER**. 22' LOD. Lyle Hess design. Factory finished. Rugged offshore cruiser. 25# CQR w/250' chain, S-L windlass, stern anchor, Autohelm, VHF, ds, C. Plath compass, full cover, new cockpit cushions, safety gear. \$33,500. (707) 528-0201.

**CORONA 25**. 1986 & '87 YRA champion. Ready to race or cruise. 6 sails. \$5,500. Call Ernie Dickson, 376-4590 days or eves.

**ETCHELLS 22**. Ultimate one-design racing. Hull #529. Built by Ontario Yachts. Winning boat. Hull faired & LPU'd prof. 1987. Go fast rigging. New 5" compass, tandem axle trailer w/storage. 10 sails by Dave Curtis. \$13,500. 461-9559 leave message.

**VENTURE 24 #77**. Retractable keel & trailer. 7 hp o.b. motor, sleeps 5. Porta-potti, lifelines, pulpits, fore & aft. Many extras. Ready for summer sailing. Must sell, two boat owner. \$5,400/OBO. Don, (415) 856-6483.

**RANGER 23**. Great condition. Ready for racing or cruising. New sails (main, mylar jib, spinnaker), knotmeter & depthsounder. Honda 4.5 o.b. \$10,900/offer. Call Bill at (415) 354-1626 days or (415) 364-7221 eves.

**CATALINA 22, 1986**. Like new, fresh water sailed. 7.5 Honda motor, trailer, genoa & much more. \$10,500/offers. Gary (916) 222-2567.

**RHOODES O'DAY 19**. Old but good, like its owner, who needs the money. 3 sails & o.b. In the water at Bruno's Island. Call (209) 368-9094 mid-mornings or evenings.

**FOR SALE: 21-FT GAFF-RIGGED SLOOP**. Fiberglass over plywood hull. Flat bottomed centerboarder. Shallow draft, easy single-hander. Custom sails, everything two years old. \$3,000/OBO. (408) 262-8092.

**OLSON 25**. Very clean. Main, 95, 155 & spin. Race pkg., syst. 1000, syst. 2000, dual compass, trailer w/brakes, new interior pkg, Mariner 4 hp with rev. \$19,900. (408) 779-1950.

**MERIT 25, 1983**. Excellent condition, full race equipped, knotmeter, depthsounder, North sails, comfortable, sleeps 4, trailer, 5 hp o.b., new bottom, hardly used. Good local one-design or PHRF racing, excellent family cruiser. \$15,500/B.O. Eves. (415) 364-2169, 547-4761, Bob.

**1982 CATALINA 25**. Fixed keel, tall rig, 4 jibs including brand-new Blade, spinnaker, knotlog, depth, compass, Evinrude 9.9, trailer, lines led aft, dark blue hull. Located Berkeley Marina. \$15,900. (707) 994-5869.

**OAVIOSON 1/4 TON**. Custom built, cold molded 25-ft racer/cruiser. Exceptional construction. Full complement of sails. 6 hp o.b., many extras. Must see to appreciate. Gas House Cove slip. Must sell, best offer over \$17,000. Call Rod, 550-0938.

**CAPE DORY 25, 1978**. F/g, full keel with traditional lines. Strongly built, well-maintained weekend cruiser. Ideal for S.F. Bay includes 6 hp o.b., 150 genoa, ground tackle. Berthed in Vallejo. \$14,000. Geoff, (707) 257-8896 eves.

**CAL 20**. Super Bay boat! Mint condition, new sails, Johnson 7.5 longshaft o.b. Custom int. w/head, sleeps 4. Best Sausalito berth. Will include haul-out for annual bottom paint. Call quick! Art, 388-8111; Neil 433-7822. \$4,500.

**CATALINA 25, 1982**. Exceptionally clean, swing keel, VHF, compass, Pop-top & canvas, 2 sinks, head, main, 110 jib, sail covers, sleeps 5, Johnson 9.9 (87 ovhl). Best in the Bay. Asking \$13,750/OBO. Must sell. Call Digby, (415) 859-3195; (415) 659-8156 eves.

**1984 CATALINA 25**. Like new, swing keel, traditional interior, tall rig, marine radio, main & 2 jibs, 110% & 80%, 7 1/2 hp Honda o.b. 4 cycle, Pop-top with cover, safety equipment, 2 anchors, Porta-potti, tandem wheel trailer in mint cond. \$14,500. (916) 791-4311 Joan or Irv.

**CAL 25**. 2 mains (1 new). 5 headsails, 2 spinnakers, knot, depth, compass. New electrical including shore power. New rigging. Lines led aft including reef lines. 2 anchors. Outboard. \$7,000/B.D. (408) 354-3207.

**MOORE 24**. Vintage Moore hull No. 4. N trailer. \$4,500 firm. (415) 769-8257.

**LASER SAILBOAT WITH TRAILER** & new sail. \$600/offer. Call after 5 p.m. (415) 365-3075.

**FOR SALE: FINN U.S. 1067 VANGUARD MKIII**. '84. Brand new condition, North T3+B, dual compasses, Needlespar spars, Lindsay rudder, covers. Sportsman trailer. Always stored inside. \$7,800 invested. Sell \$4,000. Contact Richard Stout, (707) 539-1089 messages. Serious inquiries only.

**SAN JUAN 24**. Great Bay boat for racing/cruising. Fixed keel, race rigged, 4 jibs, 2 spinnakers, 6 winches, rigged back to the cockpit, Honda o.b. Has been in fresh water all its life. Immaculate condition. \$10,950/B.O. 331-2829 or 331-2842.

**23-FT PEARSON ENSIGN**. Full keel f/g hull & deck. 6 hp Evinrude eng. Full dodger. Large teak cockpit, sleeps 2. Fun, safe Bay boat. \$2,000/B.D. Alameda berth. (415) 536-4168.

**ERICSON 23-FT**. Great Bay sailer. Nearly new main, jib & genoa. Outboard, VHF & more. Two boat owner will consider all offers. Asking \$4,200. Call (415) 435-1463.

**22-FT COLUMBIA, 1970**. Moving out of the state, must sell. Sleeps 4 adults. Has 6 hp Johnson, new 2-burner propane stove, sink, toilet, VHF antenna, depthsounder & lifelines. Emeryville berth. \$2,900. (408) 296-0730 Alan; (408) 257-2806 Roger.

**RANGER 23, Ariel, 1974**. Excellent shape, new '87 Evinrude 6 hp Yachtwinn o.b. Datamarine knotmeter & depthmeter. Compass & VHF. North sails, spinnaker & pole. Includes stove, Magma BBQ, Zodiac ZED inflatable. Must see, in Sausalito. \$9,500/offer. (415) 456-6745 eves. or lv. msg.

**CAL 20**. Buying bigger boat, must sell now. Well-maintained, ready to sail. New Steve Seal mast & rigging. Recent bottom paint, dependable Evinrude. 3 sails, new cushions, temporary S.F. Marina berth. \$4,000/OBO. (415) 441-7829.

**C&C 24**. Excellent condition, bottom paint 9/87, roller furling, '85 Suzuki 8 hp, depth-sounder, marine radio, lifelines & complete safety equipment. Great day cruiser or club racer. Asking \$13,500. 933-9932 aft. 6:30 or 543-3990 days, M-F.

**NORDIC FOLKBOAT, 1956, 25-FT**. Much recent work, upwind Alameda berth. Good condition. \$3,500. Call 523-2951 eves.

**C&C 24**. Exceptionally well-built & fast cruiser/racer. Lots of gear: 7 winches, ds, km w/log, ws, VHF, stereo, BBQ, shore power, battery charger, new Honda 7.5 w/g.c.n., cockpit cushions, 12 sails, all lines led aft. \$12,500. (415) 521-0895.

**23-FT ERICSON**. New rigging. Fixed keel 48% displ. Very clean, roomy cabin, 5+ sails, spinnaker/poles, depthfinder, internal battery charger, extras. Alameda Marina pier 9-25. Make me a reasonable offer or trade for mountain property? Denise, 889-7486.

**1982 CATALINA 22 IN EXCELLENT CONO**. Trading up to 30. Swing keel, Pop-top, compass, knotmeter, depthsounder, full galley, main & 3 jibs, Mercury o.b., trailer. \$7,500. (415) 424-5428 days; (408) 973-1457 eves.

**24-FT COLUMBIA CHALLENGER**. Great family cruiser & race rigged. Solid. Clean. Evinrude 6. Must sell. \$5,500. (415) 941-1682.

**1980 CAPRI 25**. 110, 130, 150, spin. & main, knotmeter. 7 1/2 hp o.b. Tandem trailer. \$8,500. Call Teri, 956-0957.

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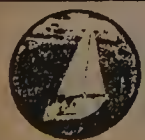
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## 26—35-FT

**24-FT ISLANDER BAHAMA.** Good Bay boat. New working jib. Johnson 6 hp o.b. Berkeley berth. \$4,500/OBO. Partnership possible. 525-4078.

**BALBOA 20.** Cabin sloop, 29" draft, 4 hp o.b. Vallejo berth. Good condition, must sell. \$2,000/B.O. (707) 576-7055.

**MacGREGOR 22, 1979.** Jib, main, genoa & bags. 6.6 hp Chrysler, steel gas tank, trailer, VHF radio, compass, Pop-top, battery & box, galley, Porta-potti, Stearns life jackets, fenders, cushions, fire extinguisher, horn, lights, sailing books. Asking \$3,700. Pat Page, hm: (408) 377-0514; wk: (408) 299-2717.

**SANTANA 22 #240.** New Evinrude 6 hp. Black anodized spars, s.s. chainplates & keelbolts. Emeryville berth. \$3,800. Call (415) 680-8238.

**WOWIE-ZOWIE, CHEAP-CHEAP, GOOD-GOOD.** 24-ft full-keel Pearson, 1968. Very strong. Rigged for singlehanded. Self-steering vane. Liferaft, VHF, RDF, CB, EPIRB, MOB gear, Fatho., Walker log, knotmeter, stove, ground tackle & more. Emeryville. \$8,000. (916) 361-7100; (916) 366-8458.

**22-FT BAJA DIESEL.** I/O equipped for fishing, cruising & rough water. Displacement hull, excellent condition. Many extras. Marine head, electronics, canopies, refrigerator, live bait tank, etc. Tandem trailer, surge brakes, new tires. \$13,000. (415) 278-0827.

**SEA OF CORTEZ REAOYI 1978** 25-ft Yamaha. 5 sails including spanker. Rebuilt dsl, on custom 10,000-lb. GVW trailer. Boat & trailer in excellent condition. Located in San Diego. A steal at \$12,500. Call Dave at (619) 486-1371.

**FOLKBOAT.** 25-ft Nordic Folkboat. Classic lapstrake hull built in 1957. Excellent structural condition & regular maintenance. Redwood City berth. \$5,900/OBO. (415) 361-1281 or (415) 321-9419.

**MERIT 22', 1984.** Excellent family trailer sailer, Mariner 4 hp o.b., 4 sails, all lines led aft, 4 winches, trailer, C.G. safety equip., VHF. Sail the Bay, Delta or any lake. \$9,500/B.O. Call (408) 973-2210 days; (408) 295-7009 eves.

**TRITON 28-FT FIBERGLASS SLOOP.** Built by Pearson in 1959. Very strong, great cruising/S.F. Bay boat. 6 sails, VHF radio. Needs haul-out & some interior work. Engine almost new. \$10,000. 829-0780.

**RANGER 33.** Great Delta & coastal cruiser/Bay racer, very clean, comfortable, lots of stowage, convertible dinette, sleeps 6, alcohol stove, pressure water w/shower, pedestal steering, Atomic 4 w/new tanks & exhaust system, anchors, safety gear, ds, VHF, 5 sails. \$33K/offer. (415) 527-3394.

**VANGUARD 33-FT, 1962.** New engine, rigging, lifelines. \$15,000/trade Cal 20/cash. 30-ft wood sloop: \$4,000. (415) 369-0150 Doug.

**OLSON 30.** Exceptionally clean original owner vessel. 8 sails, o.b., VHF, knotmeter, RDF, compass, MOP, battery charger, anchor, cushions & covers. Survey available. Consider trade. Offers. (415) 522-5900.

**26-FT YANKEE F/G SLOOP.** Sparkman & Stephens, red hull, wine glass transom, new dsl, heavy rigging, 6' hdm, galley, head, loran, Signet depthfinder, autopilot, VHF. Have fun this spring on *No Strings*, a foxy bluewater cruiser. \$17,500. (916) 389-8306.

**ERICSON 27, 1976.** Wheel steering, Volvo dsl, ds, km, 3 sails including club jib, whisker pole & track, Harken traveler, Lewmar 30's, Autohelm, dinghy, new upholstery & more. A shiny, well-maintained yacht. \$20,500. (707) 554-8725.

**MOD. H-28, 30-FT KETCH.** Completely restored liveaboard/cruiser. Teak decks, many sails, rebuilt motor, new rig, 2-spd bronze winches, lots of character. A thing of beauty, and a joy forever. \$27,500. Dennis, (415) 849-1766.

**ISLANDER 30 MKII.** 1975 model loaded with extras. New dsl, wheel, 4 sails including new jib. Compass, knotmeter, radio & depthfinder. Must sell. \$19,000/offer. (415) 967-6292; 820-5954.

**WESTSAIL 32 Christa.** 1976 factory built, full keel, cutter rigged cruiser. Dsl power, lots of cruising gear & spares. \$49,950. Call for info or equipment list. (415) 829-1386; (415) 947-6848.

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**FOR SALE: 1981 YAMAHA 30.** 3 sails, 1-cyl. Yanmar dsl, VHF, knotmeter, depthsounder. \$33,500. (415) 686-4576.

**O'DAY 34, 1985.** Bristol condition. Gas stove, oven, VHF, depth, knot, spinnaker, sailing dinghy, dsl. Great sailing boat, many extras, must sell. 47K. R. Wade (415) 454-6466.

**CAL 29, 1973.** Immac. cond. Club jib, plus 135 Lapper. 6 winches, CNG oven/stove. New upholstery. Atomic 4 overhauled 1986. VHF, km, windpoint, windspeed. Newly bottom painted. Asking \$23,500. Call Bill, (408) 356-5063 days or eves.

**CAPE GEORGE 31-FT CUTTER.** Hull with bilge stringers, bulkheads & insulation installed. Deck framing in laminated Port Orford cedar. Materials & some hardware available. \$12,000. Call Jon (206) 367-0565.

**28-FT HAWKFAIR Crossfire.** Raced yearly, active competitive class, full equip. incl. Loran & Autohelm. Berkeley berth. \$23,900/OBO. Steve (415) 372-6593.

**CAL 2-27, 1977.** Excellent condition inside & out. North sails. New bottom paint. Asking \$19,500 or trade for trailerable boat. Area code (916), days 342-5989; eves. 893-2018.

**CORONADO 35, 1974.** Buy or lease w/buy option. Will finance down payment. Good liveaboard/cruiser with tri-cabin layout. Dsl, dodger, refrigerator, h/c press. water, microwave, etc. 4 sails, ground tackle, plus many extras. \$44,000. (415) 769-8087.

**NIAGARA 35.** Volvo dsl, rod-rigging, 4 bags sails includes self-tender, Loran, 55 ch. VHF, knotmeter, depthsounder, full dodger & Bimini. Beautiful teak interior, aft stateroom, galley, large workshop-sail locker. For full inventory, call (408) 263-3722. \$79,500.

**STEAL MY BOAT.** 30' Ho-Sang Chinese Junk. Teak. 2 masts, Volvo dsl. Sound & well-equipped. Runs, sails well as is. Needs cosmetics. Defy BCDC or cruise. Super party boat. Bona-fide bargain. Rob, (415) 652-9095.

**26-FT CHRYSLER, 1977.** Fixed keel, Volvo dsl. All f/g & teak. Like new, used little. 3 sails, club jib rig, sleeps 5. Galley, dinette, VHF, FM. \$8,700. (415) 846-5992.

**TARTEN 27.** Outstanding Sparkman & Stephens design with quality construction by Tarten Marine. Main, jib & 150% genoa, full electronics, windlass & 2 anchors, Zodiac dinghy. 3-burner stove & refrigeration. A perfect boat for Bay & coastal cruising. \$15,000/offer. Mark, (415) 775-8899; 928-6979.

**COLUMBIA 30, 1973.** Sausalito berth. Just hauled, 3 jibs, spinnaker, Atomic engine, good condition. Partnership dissolving. \$16K. Rick, 956-7070; 383-6339.

**CAL 29, 1973.** Good Bay boat. Sleeps 6, race rigged, 5 sails, many extras. Must sell — any offer. 944-0882 eves.

**COLUMBIA 26-FT MKII.** 1970. Excellent condition, custom interior, teak wood. Km, VHF, ds, shore power and much more. \$8,500. (408) 629-6524.

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**1985 CATALINA 30.** Immaculate. Wheel steering, dsl, depthsounder, knotmeter, knotlog, roller furling, VHF. \$1,000 stereo system. Natural gas stove/oven, optional hatches, battery charger, upgraded carpet, brass cabin heater, shower. \$40,500. (415) 344-6296.

**WESTSAIL 32 — \$45,000.** Highly maintained, cruise equipped, 8 sails, MD-3b dsl, Luke gas stove, icebox, Aries, Nilsson windlass, good ground tackle, dodger, Avon, Seagull, Avon survival raft. Inventory goes on. Located Pago Pago, American Samoa. Phone 684-633-5985.

**RANGER 26.** Gary Mull designed racer-cruiser. Bristol condition thru-out. Km, ds, compass, VHF. Professionally done bottom — Micron 33. Well-rigged, all halyards & controls led to cockpit. Recent North sail inventory. S.F. slip. (415) 435-0353; (415) 982-0720.

**CATALINA 27.** '77. Excellent condition, new main/jib, VHF, stereo, compass, almost new Honda 10 hp o.b. New bottom paint, etc. Will sell or consider a partner or will trade + cash for Newport 30. (415) 655-9469 or (415) 835-4230, Rick.



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# classy classifieds

**BALBOA 27, 1978.** Inboard, tandem trailer, Autohelm, dodger, 5 sails, VHF, depthfinder, much more. Very upgraded inside, in excellent condition on Bay. \$15,000/OBO. Call (916) 893-8217 or 342-1273.

**U.S. PETERSON 33, 1980.** Volvo dsl, wheel steering, 2 mains, 3 jibs, spinnaker, Lewmar winches, Kenyon spars, spacious teak interior, shorepower, VHF, ds, fast racer/cruiser, PHRF=147. \$29,000. (415) 924-0240.

**26-FT PEARSON COMMANDER, YARK,** with S.F. Marina berth. Successful PHRF racer and daysailer with 8-person cockpit. Four cushioned bunks. Chemical head. New rudder, new spreaders. Split backstay. Two mains: working, laaper and 2 genoa jibs: light and medium spinnakers. Pole, knotmeter. 2,100 lb. lead keel. 6 hp Evinrude. \$8,500. Carlton, (415) 981-0970.

**CATALINA 27, 1976.** Well-equipped first boat for budding cruiser. 15 hp o.b. (w/electric start & remote controls), 4 jibs, new rigging, VHF, depth, speed/log, self-steering, shore power. Emeryville berth. Asking \$13,500. Inquire weekdays anytime, (916) 452-7252.

**ERICSON 35.** Fully equipped, cruise, race, liveaboard. A-1 clean, modern design, full galley. Attractive teak & mahogany cabin, sleeps 6, bags, spinnaker, wheel, 6 winches, VHF, RDF, ds, km. Must sell. Make offer. (415) 944-1532; 366-0259.

**NOR'SEA 27 BARE HULL.** F/g lapstrake dbl-ender designed by Lyle Hess. Like new, never worked on, stored indoors. No deck. Must sacrifice for \$4,500/OBO. Cost \$10,000 new. Serious inquiries only, please. Hull located in Ohio. (213) 322-8689.

**CATALINA 27.** Excellent condition. Dinette interior, Volvo dsl, 5 sails, VHF, depthsounder, knotmeter, 110 AC, 2 anchors & much more. Includes Coyote Pt. berth. Priced to sell at \$15,000. Call Bill, (408) 721-4490 days; (408) 773-8244 eves.

**ETCHELLS 22.** Ready to race, winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/month. Call (415) 548-4159; (415) 547-0685.

**1976 ISLANDER 28.** 7' sails, spinnakers, brand-new main & mylar class jib. Dsl, VHF, ds, km, 8 Barients, new LPU on mast. Large, active one-design racing & cruising fleet. Exceptional Brickyard Cove slip. \$24,000. 284-2335 eves. Jack, 420-3277 days.

**ERICSON 27.** Must sell. Very clean, easy to sail boat. \$15,500/offer. Great Bay boat. Lots of room. Richmond berth. Todd, (408) 241-3559.

**SANTANA 35.** Beautiful, well-maintained yacht loaded with gear. Great for Bay & ocean cruising with active class for racing. Sleeps 6. Volvo dsl, 14 sails, Autohelm, Loran, VHF, stereo, Signet digital instruments, tax deductible financing available. \$49,000. (415) 521-9209; 687-0111.

**SANTA CRUZ 27 Sundance, hull #58.** Full race package, must sell. \$11,000. Rob, (415) 331-3134.

**FDR SALE: CASCADE 29.** Strong liveaboard cruiser. 16 hp Volvo dsl, 5 sails, 3' transom extension, new elliptical rudder, full cover, self-tailing winches, VHF, depth, RDF, much more. \$17,000/offers/trades?? (408) 688-6352.

**32-FT GAFF CUTTER.** Properly built F/C hull. New Tanbark sails, Saab dsl, dodger, radios, sounder, refrigeration, good equipment inventory, excellent liveaboard with offshore capability. Must sell. \$25,000 U.S. Boat lying Vancouver, Canada. Days (604) 521-2151; eves. (604) 521-2151. Ask for Paul.

**26-FT INTERNATIONAL FOLKBOAT.** F/g, full keel sloop. New Honda 10 hp. Head, radio. Redwood City slip. Priced to sell. \$5,900/trade. (415) 961-5324, eves.

**CATALINA 30 Kathleen.** Original owner. Bought new 10/82. I took good care of her. 7 coats Proline epoxy bottom paint. Invite your inspection & your surveyor's. Ask price \$34,000. Berthed at Brisbane Marina, slip 6-18. Days or eves. (408) 268-4066.

**PEARSON 323 #30.** Extremely capable cruising boat or liveaboard. Incredible equipment list. Cosmetically & mechanically excellent, has received vigorous professional care since new. A beautiful yacht you'll be proud to own. \$45,000. Kevin, (415) 865-1487.

**ISLANDER 33.** A Bay classic. Cabin space of a forty footer, sleeps 6 with ease, VHF/depth/compass with self-tending jib. Dry safe family cruising boat, well-maintained. Marina Village. Try \$24,950. Call Jim at (415) 339-3724.

**CAL 2-30.** Race rigged. 9 winches, 5 sails, VHF, depthsounder, knotmeter, 2 compasses. Atomic 4. Full galley, sleeps 6. \$24,500. (415) 468-4423.

**ALBIN 30-FT.** Sailed from Sweden. Swedish quality. Equipped with everything you need to go. Including self-steering & charts. Berthed in Kappas Marina, Sausalito. \$29,500. (415) 331-5130.

**CAL 2-27.** Absolutely great Bay/Delta sailboat in superb condition. 1986 LPU painted mast & boom. Volvo dsl, VHF, km, ds, RDF, CNG range, furling headsail, 4 sails, 3 anchors, Delta cover, autopilot, inflatable, S.F. Marina berth. \$27,700. (415) 921-5089.

**COLUMBIA 26 MKII.** Excellent Bay sailer. Sleeps 5. 2-burner stove. New 7 1/2 hp o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. \$8,800. New bottom paint, survey. Call (415) 284-7547.

**O'DAY 37 AFT CABIN/CENTER COCKPIT.** 1979. At Richmond Marina. Great cruising liveaboard w/dsl i.b., Fatho., VHF, CNG in galley, dodger & Bimini, main & jib, safety gear & more. Well-maintained. \$52,500. (916) 483-2780, Kent.

**DUFUR 31, 1981.** Beautiful cruiser in immaculate condition. This classy looking & sailing boat is the best buy on the West Coast at \$29,900. (408) 727-4559.

**FREE BOAT.** 28-ft wood sloop. Needs some work. (408) 462-6694, 6 p.m. to 8 p.m. only, Mon.-Fri.

**FDR SALE: 34-FT CATALINA.** Comm. 4/87. Roller furling, 150 genoa, spinnaker, VHF, stereo, Fatho., log, knot, Universal 20 hp dsl. Berthed Marina Bay, Richmond, #110. \$65,000 a steal. Dick, (916) 638-3033.

**35-FT DDUBLE-ENDED ULDB.** Gary Mull design, cold-molded, launched summer of '87. Basic main & jib equipped. See at Jack London Marina #61. See picture *Wooden Boat*, pg. 99, issue 79. \$34,500. Don (916) 583-2263 or 525-6403.

**COLUMBIA 34, 1974.** Westerbeke dsl, spacious interior, excellent liveaboard, pressure h&c water, alcohol stove, shower, windlass, 5 sails, spin. pole, auto tiller, etc. Located in Estuary. Will trade, sell, take partner, help finance. Need offer now! 835-9448.

**NDR'SEA 27 & TRAILER, 1977.** Center cockpit, cutaway keel, extra ballast, sloop rig with genny & drifter, roller furling, full galley & head, VHS, depth, shore, dsl. Classic pocket cruiser. Sail around world or two across nation. \$32,500. 209-2726.

**CAL 3-30.** Stiff, fast & dry. Well-maintained with dsl, windpoint/windspeed, km, depth, VHF, FM-cassette, 9 sails, headfoil, Martec prop & strut. Ready for Bay & ocean. \$29,500. Dick Desmarais, (408) 434-1249.

**YAMAHA 33.** Excellent 1979 model with 8 Lewmar winches, mainsail w/3 reefs, storm jib, 110% & 150% genoas, and 3/4 oz. spinnaker. Depthsounder, Horizon VHF, 22# Bruce & 13# Danforth Hi-tensile anchors w/chain & nylon rode. Yanmar dsl. \$29,900. (408) 266-0262.

**CAL 28 F/G SLODP.** 6 sails, winches, spinnaker gear & sails (3). Evinrude o.b. Ground tackle, galley: sink, stove, enclosed head, tape deck plus. Great offshore cruiser. Recently survey. Can't beat at \$9,000/OBO. Moor free, Delta, this summer. Michael Flores, (415) 684-3986.

**CAPRI 30, *Molto Vivace*.** '83 modern racer/cruiser. BMW dsl. Large quarter berths. Sink, stove, icebox, 10 gal. water. Full electronics, nav. table. Mylar jibs (2), spinnaker, staysail. \$27.5K. (415) 854-3968.

**BABA 30 CUTTER/SLOOP.** Absolutely the finest around, better than new. Wishboned staysail. Excellent inventory. Everything 1st class. Local Bay sailer, low Yanmar hrs. Replacement over 6 figures. Asking \$86,000. (415) 331-1281.

**PEARSON 28.** Perfect low-cost, low-maint. boat for Bay & coastal cruising. 3 sails, Atomic 4 i.b., 5 generous berths, all new cushions, 6' hdrm, full galley, enclosed Lectra-san head, knot/log, depth, VHF. Great cond. \$19,500. Located at Oyster Pt. Bob Taylor, wk: (415) 856-9400; hm: (415) 538-7089.

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# classy classifieds

**CRUISING FOLKBOAT 1985.** All wood, mahogany & oak, best materials thru-out. Being readied for extended cruising, this nearly new boat has windvane, self-bailing, 3 anchors, RDF, stowable o.b. Best value at \$7,000. Marin berth. (707) 857-3868.

**CAL 29.** Excellent condition. 3 bags of sails, Fathometer radio, new upholstery, new boot stripes, barbecue. \$22,500. (916) 777-6509.

**LAST CHANCE.** 1977 Cape Dory 30 ketch. Full keel. Wheel, teak interior, fireplace, private head, shower. Yanmar dsl, doc., very good cond. High \$20's. Owner will finance, but you'll save with cash. Weekdays, 393-0608.

**J/29.** Race equipped plus sails for practice or recreation sailing. Excellent cond. Professionally maintained, 10 hp o.b. Buy now for the spring/summer season. Priced to sell. \$29,900. (415) 328-2408.

**COLUMBIA 5.5.** 32' f/g "mini 12-meter". Completely rigged (1984) by former owner Boz Scaggs. Light on the tiller & goes very high upwind. A fun racer or daysailer. \$5,000/OBD. Call Paul, (415) 824-4763.

**THE BEST WAY TO RACE** is at the helm of your own boat! C&C 31' custom factory built racer. Fully equipped to race. Flush deck, 14 bags sails, 9 Barients, Volvo dsl. \$25,000. 524-8740.

**FANTASIA 35.** 1980. Very good condition, excellent cruising or liveaboard, cutter rigged 45 hp dsl, 260 hrs, 120 gals. fuel, 225 gals. water. Teak deck, documented, many extras. \$61,000. (415) 521-6261 eves/weekends.

**CATALINA 27, 1978.** Excellent condition. Need quick sale. \$12,500. Call Tim, days (415) 675-5494; eves. (415) 461-5371.

**CAPE OORY 27.** 1978 Alberg full keel design. Great ocean cruiser. Yanmar dsl, VHF, Sumlog, depthsounder, RDF, shore power, Emeryville berth, new prop & shaft. Mint cond. Must sell, moved to Utah. \$26,500. Call collect, (801) 752-1055.

**1985 PEARSON 34.** Mainsail w/2 reefs, 95/120 jibs, whisker pole, Combi nav. system, AM/FM cassette, ST winches, h&c pressure, Yanmar dsl. \$63,500/offers. (415) 969-8521.

**OOSSEY 30 FOR SAIL.** Full keel Carl Alberg designed f/g sloop ready for Bay sailing or cruising. 6 sails, 6-person inflatable, Greymarine eng., hdmr & comfort below. Possible liveaboard. B/O or trade for powerboat or houseboat. 331-0158.

**YANKEE 30.** Excellent S&S designed fast racer-cruiser. Easy to handle, fun to sail. Cruise equipped: 9 sails, 4 anchors, 3 compasses, 5 Lewmar winches, Atomic 4 engine. Avon dinghy. \$28,000. (415) 234-3399.

**26-FT PEARSON ARIEL.** Good condition, 2 mains, 2 jibs, spinnaker, oversize Lewmar sheet winches. Good Bay sailer. Active racing class. \$9,000. (415) 543-4603 weekdays (Les) (415) 435-1082 eves. & weekends.

**NORSEA 27.** Completely proven bluewater classic. Custom rig & interior, 6 sails, 5 anchors, 250' chain, Ham, VHF, RDF, EPIRB, liferaft, etc., etc. & it's absolutely beautiful! A great value at \$29,500. Leo (415) 528-4727.

**NEWPORT 30 III, 1984.** Like new. Furling jib, Leading Edge main, genoa, working jib. Jiffy reefing, dsl, auto bilge pump, battery charger. Wheel, compass, binnacle. Self-tailing Barient winches. VHF, knotmeter/log, depth-sounder, wind speed/direction, radio direction finder. Gimbaled natural gas stove w/oven. Pressure/hot water. Hatch dodger, chart table, dinette, cockpit cushions. Teak & holly sole in cabin. Bottom sanded & painted 7/87. Topsides just caulked thru-out. Days (415) 459-3124; eves. (415) 457-7046.

**28-FT 1958 NICHOLS BUCCANEER NO. 11.** Atomic 4, full boat cover one year old, new Barient winch set, new exhaust. Classic hard chine full keel sloop. Perfect first boat. Prime Sausalito berth. 5 yr. partnership dissolving, must sell. \$4,950. 383-5347 or 282-0238.

**"CALYPSO" CLASSIC WM. GARDEN 30-FT** double-ended sloop. A qualified Master Mariner boat. Well-maintained. Current Stuart Riddell survey available. Excellent Bay & Delta boat. Built 1958 by Ilwaco. 25 hp gas. Cedar over oak. \$12,000. Call (707) 745-8625, leave message.

**ISLANDER 30 MKII, '74.** I've loved her, now I have to leave her. Liveaboard berth, Oakland. Phone, refrig., VHF, 8 winches, spinnaker, new compass, depthsounder, batteries, lifelines, cushions. Hand-laid hull. \$21,000. (707) 431-0830.

**26-FT CHEOY LEE FRISCO FLYER.** Rugged, beautiful pocket cruiser, f/g, teak overlay decks, 4 sails, newly rebuilt Volvo dsl. \$11,950. 26' Haida. Sloop rigged & fast. F/g, furler, dsl, Roy Richards design, extensive refit, dual axle trailer for 24-26' boat. 331-4535.

**28-FT COLUMBIA SLOOP.** A well-built go-anywhere f/g, 1970, in very good cond. New LPU & bottom 6/87. Green hull, gold stripes, A/C refer, stereo, depth, 3 sails, new 10 hp Honda 1/87. S.R. slip included. \$11,500. Terry, 232-6685.

**CAL 2-29 WITH TRAILER.** Ready for Mexico, San Juans, Tahoe. 3 jibs, Loran, VHF, ds, ap, roller furling, dsl, dinghy. Excellent cond. Race or cruise, strong, fast. Active class assoc. \$21,500 w/o trailer; \$24,000 with. Call now for Baja Hahal (707) 538-1205.

**NOROIC FOLKBOAT — MARINA GREEN SLIP.** Irmac. varnished mahog. hull (prof. refinished), mast, boom, & all rigging recently replaced. Epoxied bottom, full boat cover almost new. \$8,000 or make offer. (415) 474-3007, please leave message.

**CAL 27:** Great Bay/Delta boat. Bay main, Delta main w/jiffy reef, Delta club jib, 170 genoa, 150 genoa, 3/4 oz. tri-radial w/gear, 9.9 Evinrude, Digital Signet depthsounder, VHF radio. Berthed Marina Bay. Asking \$18,000. (209) 334-4635.

**1969 26-FT INTERNATIONAL FOLKBOAT.** BMW dsl 1984, great condition, many extras. \$9,000. Call Bob, (408) 446-3800.

**28-FT PEARSON TRITON** at a fantastically low price! 1962, hull #446. Atomic 4 gas i.b. 4 sails, new main, dodger. Full keel f/g hull, decks w/teak trim. Princeton Harbor, Half Moon Bay. \$10,500/OBD. Marie Schafle, days (415) 474-4525; eves. (415) 728-3412

**NOROIC FOLKBOAT.** Built Denmark '57. Mahog/oak. Seagull o.b. Full cover. Deck recanvased, new trim. \$6,500. Loc. Wilmington, LA Harbor. (213) 832-1970, lv. msg. (213) 252-2449 days.

**1983 OUFOR 31 SLOOP.** Like new with 17 hp Volvo dsl, 4 sails, hot water, full electronics, sleeps 7 & much more. Don't miss this one. Only \$33,950. Call Mr. Schafer, (415) 933-7440.

**'80 LANCER 30-FT.** Rarely used sloop. Comfortable, 15 hp Yanmar, weather helm, pedestal steering, roller furling jib, VHF, knotmeter, depthsounder, head, anchor, compass. Emeryville berth. \$22,000. (408) 247-4008.

**30-FT CLIPPER MARINE '75 SLOOP.** New 15 hp Yamaha electric start o.b. in well, controls to lg. cockpit. Excellent cond. Upgraded int. Completely equipped for immediate sailing. Great weekender. Easily maintained. Sausalito berth. \$9,000. (707) 539-1840.

**CATALINA 30, 1976.** Very good condition. Atomic 4 rebuilt, wheel steering, VHF radio, shower, new upholstery, extra teak, holding tank, heavy marine batteries, shore power. Many extras. Bargain at \$24,000. Wk: 523-1626; hm: 521-5032.

**S-2, 9.2A, 1979.** 30-ft sloop. Yanmar dsl, aft cockpit, f/g with full teak int. Alcohol stove, hot water. Pedestal steering, VHF radio. Rarely used & in excellent condition. \$29,900. Eves & weekends (707) 552-9977.

**CASCAOE 29, 1968.** \$12,500. New Yanmar 15 hp dsl eng., 90 hrs. Fresh water cooled. 5 sails, teak deck, wheel pedestal/compass, wood-burning stove, 500' new 1'19" s.s. rigging avail. (415) 574-4558.

**ISLANDER 30 II.** Set up for Bay & Delta cruising. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette interior, cockpit cushions & sun shade. \$22,500. Eves. (415) 948-6935; days (415) 365-0412.

**COLUMBIA 26 MKII.** Comfortable, roomy Bay cruiser. 10 hp Honda o.b. VHF radio, stove, icebox, sleeps 5, mainsail, jib, spinnaker. \$6,000/OBD. Eric Brown, days 838-2400; eves. 930-6281.

**TWO BOATS:** 25' wood Folkboat, full keel, self-bailing cockpit, extended cabin, set for singlehanded. \$5,000/trade pick-up, van, etc. 26' steel pilothouse sloop, i.b., commercial salmon fishing license & gear. \$12,500. Eves. (415) 237-8790. P.O. Box 184, Garberville, CA 95440.

**CATALINA 27.** 1979 inboard, spinnaker, 3 jibs, knotmeter, depthsounder, VHF, rigged for safe, easy singlehanded. Coyote Pt. berth. \$12,900. (415) 854-5059. Consider trade for travel trailer.

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Sailing lessons, skippered rentals, bareboat rentals & catered cruises.  
For more info, call (707) 745-4271.

## CATALINA 25

Fixed keel model, traditional interior, Pop-top, new fabric interior, tabernacle mast system, 2 bags & deluxe features. Santa Cruz berthing available. (408) 475-4948.

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# classy classifieds

**ISLANDER 28 BAHAMA '81.** Yan. dsl. eng. 5 sails, main, jibs 90%, 110%, 150%, North gennaker, ap, km, ds, ST winches, m.o.b. pole, cust. cabinets, built-in gauges & VHF. Adj. backstay, sun awning, cockpit table, windvane, Danforth anchor/rode. Teak & holly sole. Ex. cond. \$27,500/B.O. (415) 490-3954.

**NEWPORT 30 II, 1979.** Race equipped, North sail inventory. Main, 150% & 120% mylar, 2 spinnakers, extra sails for cruising, Volvo dsl, teak sole, VHF, depthsounder, knotmeter, compass. Sausalito berth. \$32,000. Days, Ruth, 925-1555; eves., Howard, 383-3083.

**C&C 35' MARK I, 1971.** Easy to handle, a pleasure to sail. New rigging one size larger. New mainsail & epoxy bottom. Engine overhauled. Great cruising boat. Bristol condition. By original owner. \$39,500/OBO. Eves. (415) 235-0184 or 948-6613. Owner financing.

**26-FT CONTESSA SLOOP.** The Folkboat Improved. F/g Lloyds class cruiser/racer. VHF, log, Fatho. & many other extras. New dodger & epoxy barrier bottom. Trailer included for asphalt voyaging too. \$15,000. Call Tom eves. at 522-8759.

**BRISTOL 26-FT.** Stiff, fast Bay cruiser with 40% ballast in the fin keel. Standing hdm, 5 sails, rigged for singlehanded sailing. Knotmeter, depthsounder, VHF & etc. 2 boat owner. \$11,000. (408) 243-1888, Jim.

**35-FT ELORIOGE-MCINNIS YAWL.** Built 1960 of dbl-planked mahog. on oak. Bronze fastened. Properly built in excl. cond. with a full boat cover & comfortable, roomy interior. Classic looks. \$38,000/make offer. 548-5545 LM.

**WESTSAIL 32 WANTED.** Motivated cash buyer. Realistic sellers please send photo & equipment list to W. Moore, Box 1091, Mercer Island, WA 98040 or call (206) 232-7255. No brokers.

**EXCALIBUR 26.** Shipshape 1966 f/g 26' sloop. Superb Bay sailer, sleeps 4, enclosed head, spinnaker, main, 125 & 150 genoas, o.b., compass, 2 anchors, excellent value. Located in Delta. Must sell at incredible price of only \$5,000. (415) 939-7919.

**WESTSAIL 32 Christopher Robin.** Well-travelled, world cruiser. Full inventory w/8 sails, twin poles, stainless stern extension, Magnavox SatNav, Ham radio, VHF, Autohelm 2000, dinghy & o.b., frige, etc., etc. Thousands of successful cruising miles & ready to go again. Asking \$52,500. Call John, (415) 381-2622.

**HINCKLEY PILOT 35, 1966.** Atoms steering vane, 13 sails by Hood, Banks Elvstrom, autopilot, Perkins 4-107 dsl, B&G instruments, RDF, Barient winches, Proctor spars, dodger, liferaft, heater, Avon dink, o.b. In Sausalito. \$49,500. (415) 459-3913.

**CAL 9.2R (30-FT) RACER/CRUISER.** Ron Holland design, fast, bristol. 6 bags sails, VHF, knot/log, Loran, wind, depth, stereo, Navtec rod rigging, folding prop, lead keel. Numerous extras. Dsl 11 hp. Negotiable \$41,500. (707) 446-8399; 5 p.m.-9 p.m. or msg. (707) 642-5915.

**WANT TO SAIL?** It's yours for \$250/mo./s/s: 32' sloop, one-off Gary Mull design. Designed for singlehanded TransPac. Full complement of sails & elec. Diesel. Perfect for race or cruising. (415) 821-1075.

**SUN 27.** Immaculate condition thru-out! Perry design. Deluxe teak int. w/6' hdm. Sink/vanity & holding tank. '86 haulout/paint, surveyed at \$27,500. Redwood City berth. \$17,000 firm. (415) 965-3857 or (415) 857-3439.

**SANTANA 30, 1979.** 2nd owner. Volvo dsl, 7 sails, new spars, new oversize rigging, folding prop, VHF, Loran, depth, knot, Avon w/Seagull, ground tackle, all emergency gear, alcohol stove, like-new cond. No more time, unfortunately. \$28,000. (408) 662-8816 aft. 7 p.m.

**ISLANDER 30 MK II.** This 1975 model is loaded. Wheel, 9 winches, 4 sails incl. new jib & spinnaker. Engine is a 3-year-old dsl. Other extras incl: radio, depthfinder, knotmeter, compass. Must sell. \$18,000/offer. (415) 820-5954 or (415) 967-6292 eves.

## 36-FT—45-FT

**39-FT LANDFALL.** Numerous spares. Great sailing history. Sails in good shape. Recently returned from sailing trip to Japan. Needs some cosmetics. Great cruising or liveaboard. Glass hull, lots of teak. \$60,000 firm. (707) 539-9212.

**36-FT ISLANDER 1974.** Main & 160 furling genoa, spinnaker pole & rigging, Loran. VHF, Sharp autopilot, Perkins dsl, refrigeration, electric head. \$39,900. Call owner at (415) 668-3042.

**CATALINA 38, 1981.** Race/cruise, well-maintained, hauled yearly, 5 sails, spinnaker package, Barient winches, VHF, Micrologic Loran C with CDI, depth, knot, log, wind-speed & direction, h/c pressure water/shower, hyd. backstay, stereo/tape, Delta, Bay or offshore. \$59,950. (408) 247-2152 days.

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**ISLANDER 36.** Launched September 1985, North sails, self-furling 160% multi-colored genoa, 2-spd self-tailing winches, Yanmar dsl, sounder, knotmeter, full dodger, VHF radio, Loran C, teak interior, sleeps 6 or more. \$69,000. Owner (714) 675-1319.

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**YORKTOWN 39 '76 CENTER COCKPIT SLOOP.** F/g. Completely refit, new Yanmar 4 JHE. Recent bottom, liveaboard amenities, inflatable, lots new parts with all receipts. Needs finishing touches inside. (415) 420-0432 message. \$35,600/B.O.

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**CAVALIER 39.** New Zealand built f/g sloop with teak & Kauri interior, sleeps 7. Perkins 4-108 dsl, Stowe wind direction & speed, boat speed & depthsounder. CQR, chain & Nielson electric windlass. 100 gal. water & dsl, deck wash pump, h/c press. water, dodger, Mariner propane stove, eng. driven freezer & refrig. Reduced to \$105,000. (415) 582-6422.

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**CHEOY LEE CLIPPER 42-FT, 1971.** Superb Luder's Offshore ketch. Rigged for bluewater cruising. Tri-cabin layout, radar, Hydrovane, Autohelm 3000, VHF, refrigeration, RDF, Oil heat, f/g. \$79,000 U.S. (604) 381-0398.

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**1978 38-FT SLOOP S.Y.H.** Appraisal at \$98,000. Sell \$76,000 or make offer. New interior all teak, new cushions, curtains, 4 head sails, dodger, W.B. 40 hp dsl, 3-bladed prop. 6'3" below decks, sleeps 6, large master queen-size V-berth. Color TV, stereo, VHF, depth, knotmeter, wheel steering. This boat is a must-see. For more info call Hank, 332-2052.

**ISLANDER 36, 1980.** Original owner, perfect condition. Very clean, never raced. Signets, all teak below, 4 sails including spinnaker, much more. Equipped to liveaboard. Sausalito berth. Surveyed in '86. \$49,500. (415) 331-3001 or 956-7792.

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**42-FT HORSTMAN TRI-STAR KETCH.** Original owner. Recent survey. Perkins dsl 50 hp. 3 doubles, head, galley, anchors, 7 sails & nav. equipment. Built for cruising, dbl. diag. & fiberglass. Good condition. Owner relocating. Must sell. \$59,000/OBO. Marion, (213) 429-9572; Rick, (714) 675-0982.

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**1970 SUWANEE 47-FT CRUISER/HOUSEBOAT.** The ultimate Delta liveaboard/entertainment/party cruiser. 45' sundeck, large covered aft entertainment deck. Sleeps 8, full head & shower, all new Volvo engines, 7.5 kw Kohler generator, Model 275 out-drives, steering & shift cables, instrument panels, batteries & Perko Switchsystem & onboard battery charger. Dual air condition/heat exchangers. Hot water, microwave, rotisserie oven, dual refrigerators, stereo FM system. All electric. 12/110 volt lighting. VHF, CB, Hailer/intercom. Excellent condition overall. (415) 952-7022.

**27-FT FLYBRIDGE CRUISER.** Nearly new (only in water 2 weeks), fiberglass over plywood, 8-ft beam, new trailer, Ford V-8, V-drive, sleeps 4, full galley, all equipment top quality, including VHF & RDF. \$20,000. Call Wayne, days (415) 788-6904; eves. after 8 p.m. (415) 254-5504.

**22-FT PICOCRAFT HOUSEBOAT.** Sleeps 4. Fully contained. AC/DC refrig., stove, Portapotti. Newly rebuilt engine w/less than 20 hrs. Just hauled out & bottom painted. Covered berth on Sandmound Slough. \$8,000 or will trade for real property, etc. but no cars! Call Jack, (415) 632-2211 or (415) 364-6124.

**65-FT TUGBOAT/HOUSEBOAT CONVERSION** Ready for finishing. Priced to sell now. \$15,000. Great liveaboard. Ans. Service 420-7877. Hm: 237-8080.

**48-FT CLASSIC MOTORYACHT — \$17,500.** Cedar on oak, excellent liveaboard, good condition, shower. 331-4535.

**1930 MOTORYACHT 34-FT.** Plumb bow, flush deck, vertical wheelhouse, heavy built, cedar/oak ballasted, 100 hp dsl, new keel bolts, bottom refastened, new deck covering, needs finishing. \$7,500 cash. \$10,000 terms. Must sell. 231-0107.

## PARTNERSHIPS

**PARTNERS WANTED.** 1982 Dufour 31, Frers designed sloop. Excellent condition. \$16,000 buys 1/3 equity, or arrange payments. Call for details. John Crist, (415) 777-6700 days; (415) 453-8100 eves.

**RANGER 23.** Berthed in Santa Cruz Yacht Harbor for convenient weekend sailing. Full sail complement, 6 hp Evinrude, radiotelephone, etc. Hull & keel newly faired, epoxy-coated & painted. A 1/3 partnership for sale for \$4,900. (408) 476-4740 eves.

**AFFORDABLE FUN.** 1/5 partnership in Pacific Seacraft 25-ft. Comfy & dry Bay cruiser. Inboard dsl, head, sleeps 5. \$3,750 + \$170 per quarter includes maint., berth, insurance & taxes. (415) 552-8523.

**1/2 INTEREST ERICSON 34R.** This boat was designed by Bruce King for Ericson to compete as a 3/4 Ton racing boat, and has lines which are much different than other Ericsons, and much greater performance. Recent major refit. Heavily equipped — new Yanmar dsl, 12 sails, Loran, autopilot, Avone w/o.b., etc. Can be berthed in Sausalito or Richmond. \$450/mo. Ray Bonneau, phone 461-1350 work; 456-7317 home.

**PARTNERSHIP.** 1/4 interest in 35' Columbia. Sleeps 6. Furling jib, whisker pole, knot, log, depth, VHF, df, galley & head, diesel & more. Incl. dinghy w/new 9.9 hp. Hauled 1/88. Brisbane Marina. \$3,600 plus approx. \$240 per month. (408) 978-3813.

**1/2 SHARE IN 1987 34-FT CATALINA.** Commissioned 4/87. Roller furling, 150 genoa, spinnaker, VHF, stereo, Fatho., log, knot. Berthed Marina Bay, Richmond. \$6,000 + \$400/mo. includes all. Energetic & non-smoking sailors apply. Dick, (916) 638-3033

**PARTNERSHIPS.** I own an exceptionally well-equipped 50-ft ketch & I am looking for someone to share it with. Ultimate goal is to end up in the Caribbean in the charter business. Price & terms are negotiable. Give me a call, let's discuss the possibilities. (415) 865-1071.

**25% PARTNER WANTED.** Beautiful Islander 32 in Alameda. Equipped with wheel, dsl, furling, wd/wp, ds, VHF, stereo & more. All in excellent ready-to-sail shape. No down. \$275/mo. (408) 446-5297 or (415) 949-1794.

**PARTNERSHIP OFFERED.** Half partnership in classic, gaff-rigged cutter of William Garden design. Moored in Sausalito Yacht Harbor at the end of Pier 3. \$5,000 + \$200 monthly maint. fee. Contact Michael Klein, 781-7100; 563-9411.

**1978 38-FT SLOOP EASTERY** located S.Y.H. 5-year partnership reforming. Appraised at \$98,000. Share purchase \$3,500 + \$350 per mo. Prof. maintained in mint cond. Terms available. Dodger, 4 headsails, color TV, stereo, full galley, large queen-size V-berth, sleeps 6 in comfort. 38' by 11', hdrm 6'3". Below all teak remolded interior, large 40 hp dsl, WB 3-bladed prop. Fast, dry boat prof. maintained. Mo. fee includes all cost. Hank, 332-2052.

**CAL 34 — S.F. MARINA — PARTNERS WANTED.** 1/6 interest for \$2,000 buy-in & \$125/mo. Financing buy-in possible. Call Larry, (415) 922-8908 eves; Jim P. (408) 995-6060 or Mike (415) 927-3818 days.

## CREW

**NEED CREW** for West Marine Cruising TransPac July 4. 5/6 week commitment. Send resume. Will contact you on return from Mexico 4/15/88. Lenny Barad, 34300 Lantern Bay Dr., #52, Dana Point, CA 92629. (714) 240-9939.

**NEED ADVENTUROUS FEMALE** companion to share the cruising experience, Mexico & beyond, as long as it's fun. Easy-going skipper, 50, with 40-ft ketch leaving fall '88. (213) 547-9845, Box 1785, San Pedro, CA 90733.

**CREW.** Help wanted to refurbish 73-ft ketch and sail to N.W. and So. Pacific. Employed, non-smoking couple preferred. Call Don or Cheryl, (415) 236-4291.

**ADVENTUROUS LADY SKIPPER** with more sea spirit than sailing knowledge seeks experienced SWM 40+ crew (non-drinking, no drugs) for weekend year-round sailing on her Ericson 35, Santa Cruz & Monterey waters. P.O. Box 432, Moss Landing, 95039. (408) 728-9433.

**WANTED:** Lady for world cruising. 49-year-old, experienced, solvent, fun-loving sailor is on a serious quest to find a permanent first mate. Have well-equipped 45' cutter. Reply: Sailor, 2733 Shelter Is. Dr. #377, San Diego, CA 92106.

**CREW WANTED NOW.** Long-term cruise & operation of 70' certificated commercial, dive-charter, motoryacht. Departing S.F. 5/15/88. Hawaii, Micronesia, Asia. Must share expenses, have offshore experience, medical insurance, non-smokers. Prefer divers, watch-standers, cooks, for family operation. (415) 583-9874.

**CREW AVAILABLE.** I'm looking to help crew sailboat for cruising/racing on S.F. Bay. I'm 38, easy-going, competitive, dependable with some sailing experience. Living in Marin. Please call Dan, 453-3422.

**ADVENTUROUS LADY WANTED.** 25-40, to sail on my 45' sailboat to Mexico, South Seas, N.Z. and Australia. I am s/w/m, 41, professional, realizing lifetime dream & looking for special person to share it with. Will answer all letters. Send photo & letter to: Voyager, Box 423, 433 Kearny St., San Francisco, CA 94108.

**EXPLORE THE WORLD.** Are you curious, adventurous, energetic, free spirited, affectionate, fit, happy, self-reliant, optimistic, interested in biology & female? I'm 51, 6'3", bearded. Interests: scientific collecting, SCUBA, backpacking, tropics, secluded anchorages, monogamous relationship. 40' trimaran. Fall '88. (415) 540-8961.

**CREW WANTED.** Live aboard and Bay sailing for the summer and sail south this fall. Share expenses and maint. on a well-equipped 50-ft ketch. Carl, (415) 865-1071.

**CREW.** Power yacht delivery or crew position wanted. Licensed master, 50-ton, coastal, 100 nm, 20 years exp. Call (415) 742-9918.

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Kit or complete boat. 32 years making husky, all-woven fiberglass hulls for ocean cruising. Free brochure. Yacht Constructors, 7030 N.E. 42 Avenue, Portland, OR 97218. (503) 287-5794

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San Juan Islands to Canadian fjords! Magnificent 60-ft custom charter ketch with 3 dbl. guest cabins, gourmet restaurant chef, smart crew, full services. Sailing from Washington State's Victorian seaport. P.T.M.C., P.O. Box 1535, Port Townsend, WA 98368. (206) 322-8926.

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## THE CREW LIST — BY MARINE DATA SERVICES

Directory listing recreational/commercial positions wanted/available. Cruising; racing; daysailing; partnerships; personals; deliveries; careers. West Coast/U.S./International. Updated monthly. Listings: 50 words, \$3.00 a month, plus \$5.00 one-time set-up charge. Directories: \$6.00. Marine Data Services, P.O. Box 2394, Woodland, CA 95695.

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**CREW.** Want to crew So. Pacific. Handyman (38) taking year off. Can cover expenses & help in boat prep. Some sailing experience, learn quickly. Jim Earls, 1563 Court St. NE, Salem, OR 97301 or (503) 362-2400, leave message.

**PETERSON 44 LEAVING FOR KAUAI** on May 15th. Looking for compatible crew: non-smoking, clean, cheerful and alert. Previous sailing experience helpful but not necessary, as shakedown weekend preparation begins immediately. If interested, please call (707) 963-0133.

## JOB OPPORTUNITIES

**SAILING INSTRUCTORS WANTED.** Must have extensive experience, outstanding seamanship & communication skills. The Bay Area's most highly rated & busiest sailing school offers qualified instructors good wages, varied schedules, boat use privileges & excellent support/training. Call Dan at Olympic Circle. (415) 843-4200.

**OAKLAND YC SEEKS MANAGER.** Oakland Yacht Club is seeking an experienced manager for this established 300-member family club. Ideal candidate will be mature, educated executive who can expertly manage bar, restaurant, 240 slip marina & staff of 10 with annual operating budget of \$1/2 million. Full employee benefits package & starting salary in mid-\$30's. Send resume to Commodore, Oakland YC, Pacific Marina, Alameda 94501.

**HELP WANTED.** Sausalito loft needs seampersons and sailmakers. Non-smokers, experienced only. 332-2510, 9-5.

**LICENSED OPERATORS WANTED.** Need operators holding any license above six-pack. Knowledge of Bay & experience with outboards desirable. Resumes or calls to San Francisco Bay Adventures, 215 Stuyvesant, San Anselmo, CA 94960. (415) 456-8411.

**SKIPPER.** 50-ft passenger vessel. Full-time summer Southeast Alaska, regular part-time winter S.F. Bay & Delta. Requires proper license, mechanical ability, enjoy working with people. Resume: Ronn Storrop-Patterson, 1007 Leneve Pl., El Cerrito, CA 94530. (415) 524-7422.

**HELP WANTED.** Exp. marine painters, varnish, cleaning, etc. for yacht maint. company. Car a must, pay based on experience. Hours negotiable. San Francisco/Marin resident. (415) 454-3441.

**EXPERIENCED SEAMSTRESS WANTED** for large volume shop. Must be experienced in canvas work. Call Bill, Pacific Coast Canvas, (415) 521-1829.

## NON-PROFIT

**ERICSON 27 OWNERS.** There is a one-design fleet in the Bay. Cruising-racing-partying. We want to meet you. For more information, call Al Gates (415) 236-1473 or write E-27 Fleet Dne, 680 St. Claire, Palo Alto, CA 94306.

**GAY YACHT CLUB.** Barbary Coast Boat Club. (415) 863-7439; (916) 927-2548.

## USED GEAR

**SEXTANT.** Never used. Weems & Plath, the finest, in wood case. 4/40 Telescope, perfect for cruising. \$650. Call (415) 284-4404.

**REPAIRABLE VOLVO DSL, MD21A,** 62 hp with Borkwarher transmission. Asking \$1,000. (415) 222-4034. Possible extra transmission, plus extra new starter.

**CRUISING GEAR:** Magnavox MX4102 Sat-Nav, Toyo 4-man cannister liferaft with EPIRB, Suzuki 4 hp o.b., all one year old. 45-lb CQR, 360' 5/16" Hi-tensile chain, British Admiralty South Pacific charts. Anchor, chain & charts are new. 839-1410.

**WOOD MAIN & MIZZEN MASTS** from Hardin 44. Main is 44'7"; mizzen 25'10". All s.s. rigging minus turnbuckles. Has all outhaul & reefing gear. Main has steps to top. Sell or trade. 6.5 oz. main 40', luff 15', good cond: \$150; 5 oz. jib (Lancer 28) 27', luff 11', brand new: \$300; 7.5 oz. main 41'6", luff 16', 2 reefs: \$150. (707) 585-7971.

**HONDA OUTBOARD.** 10 hp longshaft. Recently rebuilt 1981 model. \$500. (415) 967-3597 eves/weekends.

**PINEAPPLE SPINNY.** 1.5 oz. Used approx. 6 hrs., Catalina Race. J=11.5-12, 818 sq.ft. I: 38, G: 21.6. Two shades blue, lt. green, white. Absolutely essential if you are doing Catalina Race. New: \$2,200. Make offer. (415) 284-2565.

**WANTED:** Monitor windvane, winches (2 ea.) Lewmar 55 CST. For sale: Inverter 6kw, Dynamote, 135 AMD Activator with remote control: \$2,000. Call Seattle, (206) 839-6433

**6" CHELSEA CHROME SHIP'S BELL.** \$550. (415) 381-0129 eves.

**OUTBOARD.** Yamaha 6 hp longshaft with high torque prop. 3.8 gal. tank, 2 months old, less than 10 hrs. use. New: \$1,140; sacrifice: \$750. 589-3826, leave message.

**NEW, NEVER USED** — 78 ch. VHF: \$120; knotlog: \$100; depth: \$50; Davis MK25 sextant: \$120; Digital RDF: \$200; Magma BBQ w/mount: \$75; Bruce 16.5: \$135; s.s. bowroller: \$100; 2 Lewmar 10 chrome: \$150 pr; 25 yd. blue Acrylan: \$120; Halon 35 CG: \$100; 7-17 whisker pole: \$150; lots of blocks, turnbuckles, stalocks, cleats, travellers, dacron & nylon line 3/16-5/8, tools, books, paint, varnish, sandpaper, brass lamps, clock & barom. Cabinet hardware, hinges, stanchion bases & tubing, plumbing & electrical. (408) 462-6694, 6 p.m.-8 p.m., Monday-Friday.

**SAILS FOR SALE.** Will fit 31-35-ft boat. J=13'9"; I=42'5". North mylar 135% genoa: \$1,000; North mini tri-radial storm chute: \$900; Leading Edge blooper: \$400; Autohelm 2000 autopilot: \$450. Call Dennis, wk: (415) 954-6757; hm: (415) 527-5569.

**12-FT CAT-RIGGED DINGHY,** f/g w/spruce oars: \$900. Honda 9.9 LS: \$850. Hercules gas i.b., 1:1: \$400. Michael, (707) 823-0590.

**BATTERY CHARGER.** Professional Mariner 20 amp automatic charger, 6 months new w/warranty: \$100. Engine: Sterrett/Izusu, 121D diesel for parts: \$350. Tom, (415) 522-5730.

**SAILS FOR RANGER 23.** I=27.54; J=9.7; P=24; E=9.17. 6.3 oz North mainsail, 125% "Norlau" class lapper and 3/4 oz. tri-radial spinnaker. Sails in good condition, includes bags & turtle. \$300 each or all three for \$800. (415) 388-2115 eves.

**NEW HOOD MYLAR 155% GENOA** with luff tape I48.42, J15.5, P43, E13.7. Call Dick at (415) 523-6730. \$1,100/OBO.

## WANTED

**STEINER BINOCULARS** with compass in good condition. Call Bob Wrigley, (415) 654-5778 or leave message.

**LEAVING TOWN FOR THE SUMMER** & don't want to pay slip rent? Santa Cruz couple needs a sailboat, 30' min. to leave in the Delta July & Aug. We pay mortgage, upkeep, etc. We're responsible, neat & tidy. (408) 462-3927.

**EQUIPPING MY BOAT TO CRUISE.** Need cruising gear for Islander 36. Storm sails, SatNav, windvane, radar (or dectar), liferaft, EPIRB, etc. Jack, days (415) 791-8616; eves. (415) 582-1519.

**WANTED: LATE MODEL CATALINA 30, 34, or 36.** Loaded with extras, prefer roller furling jib. Make me a deal that I can't refuse. Doug, hm: (408) 429-9341; wk: (408) 743-2451.

**BOC RACE:** Dan Newland, twice overall winner of the Singlehanded TransPac, sailmaker, yacht designer & builder requires corporate sponsorship to win 1990 Singlehanded Around The World Race. The "BDC Team" needs a PR/Promotor to help obtain sponsorship. (415) 521-7172 home/message.

**HOUSESITTING.** Sausalito businesswoman is interested in a housesitting position in southern Marin County. Two week min. I'm good with pets & plants. Ask for Karen, days (415) 331-2806; eves. 331-9189. Refs avail.

**WANTED:** Lease option on 26 to 36-ft sailboat, wood or f/g. Preferably one that needs some minor interior &/or deck work. Liveaboard during option. (415) 674-9318 after 6 p.m. (415) 977-3235 days, Sharleen.

**NEED YOUR BOAT!** I'm a good S.F. Bay sailor who would like to rent your boat for occasional Bay sailing. Will pay fair prices, just don't need to use the fancy, expensive, club boats. Call David, (707) 463-1250.

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Six days cruising the San Juan Islands living aboard and sailing the 36-ft *Nimbus II*. No experience necessary. \$350/person. ART TAYLOR CHARTERS, P.O. Box 7396, Vallejo, CA 94590 (707) 648-5104

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**SCREENWRITER FROM SANTA FE, NM** seeks boatsitting position all or part of March through August. Prefer close to Berkeley. Will take good care of your boat while you're out of town. Excellent local refs. Kaaren, 521-4088 or message 531-1695.

**WANTED:** 33-ft to 40-ft Hans Christian, Baba, Valiant, Garden, Fuji, or equivalent for partnership with responsible, financially sound, experienced sailing couple, or for purchase at competitive price. (408) 735-7224.

## MISCELLANEOUS

**BEEN CRUISING?** Now ready to enjoy land again? But not willing to give up the water or sailing? Will trade equity + cash in beautiful lakeview lot at marina, Lake Oroville. For cruising boat approximately 35'. (916) 342-7149.

**3-AXLE TRAILER.** 15M capacity, all wheel electric brakes, accommodates SRV300 SeaRay inboard. Will include electric rheostat Easy Loader equalizer. Fits 1T Ford. Make offer. 865-8913.

**SOUTH PACIFIC CHART SET.** Tonga, Fiji, Marquesas, Cooks, Hawaii, New Zealand, Australia, Samoa, Solomons, New Guinea, Gilberts, Marshalls, Tahiti, Rarotonga, Carolines, Bora Bora, Rare Yasawas & Tuamotus & more. Chart table size 24"x36". 239 charts: \$549. (503) 649-8817.

**TRAILER FOR 'DRY SAILING'.** Originally for Santa Cruz 27 (i.e. designed for fin keel ultralight approx. 3,000 lb.) 1978 Trailcraft, single axle. Surge brakes. Recent anticorrosion black paint. Best offer. Call Gunnar at (415) 323-2029.

**STUDIO.** Floating home on water in Alameda, next to Chevy's. Affordable starter home. Asking \$60,000. Seller motivated. Call (415) 349-7814.

**HAVE 12x60 M.H. IN ADULT PARK** in Rohnert Park. 2 bdrm., 1 bath. Assessed value \$21,000, rent \$250/mo. Use as down payment on 35-ft sailboat for liveaboard/cruising. (707) 585-0318.

**BRICKYARD COVE MARINA END TIE.** Available for sub lease April-September 1988. Very protected located & within minutes you're sailing in the Bay. \$135 per month. Up to 42' LOA. (707) 528-1724 or (707) 525-7422.

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**BAY SAILORS,** dreaming of warm weather and a suntan. Exchange 34-ft berths and enjoy the San Joaquin Delta this summer from Stockton Sailing Club. April 23 thru Oct. 1st. All or part. Call Frank or Linda after 5 p.m. (209) 823-0425.

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**CLUB NAUTIQUE MEMBERSHIP FOR SALE** Call Bert Pinsky, (415) 593-2321 days; (415) 538-8071 after 6 p.m.

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**ISLAND RETREAT.** Fly in, sail away. Fabled Orcas Island in the San Juans is a northwoods paradise! 2 bdrm, 2 bath home w/garden, large garage & workshop plus additional 2 bdrm, 1 bath apartment for guests or income. One block from private airport, marina & beach. 1/2 mile to town of Eastsound. Owner must sell. \$138,500/offer. (415) 662-2237.

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27' SKIPJACK SCHOONER '30 Traditional, renewed inside and out.....\$23,000/offer.  
27' CATALINA '74. Recent survey, very nice boat .....\$15,000.  
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30' CATALINA '75. Recent haulout, survey, bottom paint, upgradework .....\$23,750  
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## ADVERTISER'S INDEX

Allstate Insurance ..... 88  
Allwest Marine Safety, Inc. .... 88  
Anchorage  
Brokers & Consultants ..... 197  
Anchors Aweigh ..... 54  
Aqua Poco Gold ..... 55  
Armchair Sailor, The ..... 79  
ATG Solar ..... 54  
Avon ..... 80  
Balliwick, Inc. .... 33  
Baltic Yachts ..... 34  
Ballenger Spars ..... 58  
Baja Yacht Charters ..... 74  
Bastress, R., Boatworks ..... 59  
Bay Riggers, Inc. .... 84  
Baytronics ..... 88  
BC Navigation Center ..... 57  
Beach, The ..... 37  
Bellhaven Marine ..... 88  
Benicia Marina ..... 30  
"Big O" Charters ..... 178, 179  
Bilge Busters ..... 84  
Blue Dolphin  
Yachts International ..... 192  
Boater's Friend ..... 64  
Bock, Chris, Instruments ..... 84  
British Marine ..... 88  
BSA Stanford ..... 55  
Brisbane Marina ..... 58  
Cables Unlimited ..... 44  
Cal Coast Marine ..... 43

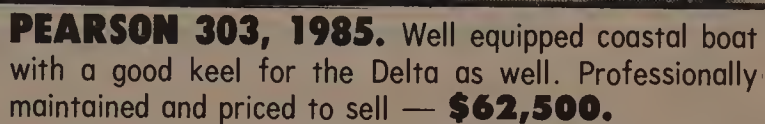
Cal-Marine Electronics ..... 87  
California Custom Canvas ..... 81  
California Maritime  
Academy Foundation ..... 82  
Capital Workshop Insurance ..... 35  
Charter: 'Kialoa II' ..... 63  
Charter: 'Zeus' ..... 58  
City Yachts ..... 200  
Cooper Yacht Charters ..... 63  
Corlett & Blasier ..... 199  
Cruising World  
Yachts ..... 10, 11  
Curran, Steve, Yacht Sales ..... 81  
D'Anna Sailing Co. .... 2, 39  
Dickerson, R.E., Insurance ..... 59  
Doyle Windjammer Sails ..... 86  
Downwind Designs ..... 80  
Dunne, Michael F., Insurance ..... 60  
Eagle Yacht Sales ..... 14  
Esterly Yacht Sales ..... 190  
Edgewater Yacht Sales ..... 194  
Edinger Marine Services ..... 80  
Emery Cove Marina ..... 67  
Farallone Yacht Sales ..... 14  
Feeney Wire Rope And Rigging ..... 88  
Foolproof Marine ..... 147  
Fraser Yachts ..... 194  
Gibson, Steve,  
Yacht & Ship Brokers ..... 60  
Glasco ..... 80  
Glen Cove Marina ..... 66  
Glen Cove Yacht Sales ..... 190  
GMAC ..... 50

Golden State Diesel ..... 62  
Gorman, Bill,  
Yacht Sales ..... 195  
Gray Marine Services ..... 71  
Greer, Gordon, Limited ..... 77  
Hatler, Don, Yachts ..... 31  
Haynes Sails ..... 80  
Helms Yacht & Ship ..... 12  
Hogin Sails ..... 53  
Hood Sailmakers ..... 129  
Johnson-Hicks ..... 21  
Jones, Peter, Yacht Brokerage ..... 194  
Kappas Marina ..... 82  
Kensington Yachts ..... 32  
Key Financial Services ..... 68  
Koppers Paints ..... 68  
KVH Industries ..... 25  
Landfall Marine ..... 89  
Lange, Cecil M., & Son, Inc. .... 194  
Larsen Sails ..... 52  
Leading Edge Sails ..... 70  
Lee Sails ..... 66  
Marin Boathouse ..... 66  
Marina Bay ..... 60  
Marine Electrical Services ..... 82  
Marine Engineering ..... 67  
Marine Servicenter ..... 64  
Mariner Square Boat Show ..... 27  
Maritime Electronics ..... 40  
Marion Sailmakers ..... 165  
Maritime Store, The ..... 72  
Marks-Clark Insurance ..... 76  
Maskell Marine Services ..... 85  
McDonald Electronics ..... 76  
McGinnis Insurance ..... 74  
Metal Magic ..... 70  
Milano Yachts ..... 197  
Monterey Bay Boatworks ..... 72  
Monterey Bay Fiberglass ..... 66  
Mooring USA, The ..... 29  
Nau•T•Kol ..... 65

Nelson's Marine ..... 23  
Newport Boat Show ..... 135  
New Zealand Yachts ..... 135  
North Coast Yachts ..... 64  
North Sails ..... 6  
Ocean Yachts ..... 191  
O'Neill's Yacht Center ..... 28  
Outboard Motor  
Shop, The ..... 82  
Pacific Coast Canvas ..... 56  
Pacific Cup ..... 46, 47  
Paradise Charters ..... 62  
Parker, Kermit, Yacht Sales ..... 198  
Passage Yachts ..... 45  
Patagonia ..... 119  
Peninsula Marine Services ..... 61  
Pineapple Sails ..... 3  
Pioneer & Company ..... 54  
Pitchometer ..... 70  
Proper-Tighe Marine ..... 76  
Proper Yachting Imports ..... 89  
Questuary ..... 78  
Raytheon ..... 20  
Repo Hot Line ..... 192  
Richmond Boat Works ..... 45  
Richmond Yacht Service ..... 67  
Royal Yachts, Inc. .... 13  
San Diego Marriott ..... 147  
San Francisco  
Bay Boat Brokers ..... 193  
San Francisco  
Boat Works ..... 30  
San Francisco Bay  
Yachting Center ..... 32, 33, 51  
San Francisco Marine Exchange ..... 70  
Sanford-Wood Marine ..... 38, 192  
Sausalito Cruising Club ..... 15  
Sausalito Yacht Sales ..... 196  
Scanmar Marine Products ..... 79  
Sceptre Yachts ..... 78  
Schoonmaker Point Marina ..... 82  
"Sea" International ..... 36  
Seabreeze Boat Yard ..... 41  
Seabreeze Ltd. .... 88

Seacraft Yacht Sales ..... 193  
Seagull Marine ..... 80  
Sea of Cortez Yacht Charters ..... 147  
Seapower Marine ..... 63  
Smith & Co. .... 91  
Sobstad Sails ..... 125  
South Beach Harbor ..... 22  
Spinnaker Shop, The ..... 55  
Stanford University ..... 21, 193  
Starbuck Canvas Works ..... 85  
Strathmore Charters ..... 62  
Stockdale Marine &  
Navigation Center ..... 191  
Stone Boat Yard ..... 90  
Sunset Yachts ..... 16, 17, 18, 19  
Sutter Sails ..... 62  
Svendsen's Boat Works ..... 24  
Tatoosh Marine ..... 8  
Tedrick-Higbee Insurance ..... 42  
Thomson, Charles  
Yachts Ltd ..... 48, 49  
T.N.E. Marine, Inc. .... 82  
Tradewind Instruments Ltd ..... 15  
UK Sailmakers ..... 26  
Ultra-Lite Charters, Inc. .... 59  
U.S. Paints ..... 56  
Vancouver Yachts ..... 87  
Ventura West Marina ..... 72  
Voyager Marine ..... 73, 80  
Walnut Creek Honda ..... 135  
Weatherford BMW ..... 75  
West Marine Products ..... 92, 93  
Western Marine Enterprises ..... 72  
Westwind Precision  
Boat Details ..... 30  
Whale Point Marine Supply ..... 69  
Windships ..... 9  
World Yacht Center ..... 83  
Yacht: Buccaneer 29S ..... 192  
Yacht: 24' Motorsailer ..... 192  
Yacht: New Zealand ..... 196  
Yacht: Wylie 34 ..... 193  
Yacht Registry ..... 88  
Yegen Marine ..... 7  
Z-Spar ..... 68





34' JEANNEAU Sunrise  
38' HANS CHRISTIAN Cutter  
39' CAL Tri-Cabin  
39' GULFSTAR Sailmaster  
41' GARDEN Custom

44' PETERSON Cutter  
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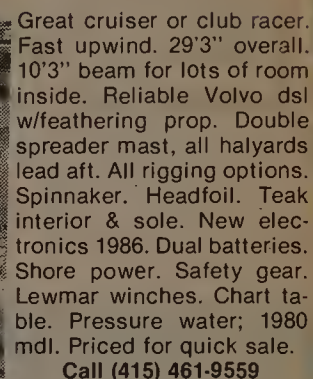
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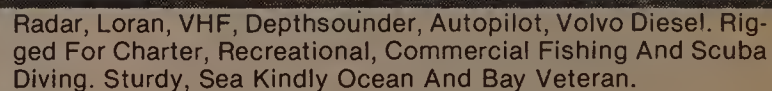
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523-8502

Size	Manufacturer	Year	Description/Comments	Value	High Bid
<b>POWER BOATS</b>					
13'	Player	'84	60hp o/b, trlr, wtr ski tow-tower	3,800	
16'	Glospar	'65	runabout, 115hp Evinrude a/b, trlr	6,200	1,600
17'	Chris Craft	'86	Cavolier, bowrider, 140hp OMC, trlr	10,000	4,100
18'	Seaswirl	'84	runabout, open bow, OMC 4 cyl/trlr	9,000	2,800
18'	Seaswirl	'84	Sierra spart, apenbow, OMC V6/trlr	12,000	6,100
19'	Beoecraft	'84	Aztec, cutty cobin, V8 o/d, trlr	16,200	
34'	Tallycraft	'84	Tri-cobin, virtually brand-new	118,500	
70'	Tug	'54	Army tug, ready for svc/lvabrd, stl	110,000	
<b>SAIL BOATS</b>					
30'	Newport Mk1	'68	9 sails, Autohelm, electr, new most	26,200	16,000
36'	Magellan	'78	Ketch rigged, dsl, exclnt lvabrd	54,000	30,000
40'	C&C	'81	Nicely equipt/maintained. Beoutiful	116,000	65,000
41'	Yonkee Clipper	'73	Perkins dsl, 4 sails, lvabrd/cruise	72,000	32,000
48'	Mopleleaf	'74	3 sails, 120hp Fard, some work	105,000	52,000

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Address: \_\_\_\_\_

Phone: (h) ( ) (w) ( )

I am interested in: Power ☐ Sail ☐ Price range

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Type: (Fish/Ski, Cruise/Race, etc.)

2/100



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I haven't raced since 1982. It is time to trade in my sail boat for a nice Delta houseboat. So I am offering my Wylie 34 Unlikely equipped as follows:

Two Main Sails  
5.6 oz. 150 jib  
3 oz. 150 jib  
¾ oz. 150 jib  
Mylar 150 jib  
130 jib  
105 jib  
7.75 oz. 85 storm jib  
1.5 oz. spinnaker  
.75 oz. spinnaker  
.5 oz. spinnaker  
One 1.2 oz. starcut  
One daisy staysail

Equipped for ocean and bay racing

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This boat has not been raced since 1982

More than \$100,000.00 invested, this boat is offered for immediate sail, with Berkeley upwind berth for \$35,000.

CALL: (415) 644-2116 (days)  
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**Rigging** includes full spinnaker gear, rod rigging, Harken roller furling, and NAVTEC hydraulic backstay adjuster.

**Deck gear** includes Nilsson electric windlass, complete ground tackle, and complete safety gear for a Class One yacht.

**Basic boat** includes Perkins diesel, Micron bottom paint, MAXPROP, teak decks, lead ballast, and tall KEMP mast.

**Electronics** includes complete Sailor instruments, King Loran C, Johnson cellular telephone, ICOM M-80 VHF, Tidefinder, and Racal Decca radar.

**Interior** includes two full heads with showers, private aft stateroom as well as forward cabin, large galley with propane stove and oven, Paloma instant hot water system, Espar forced-air heating, extra thick cushions, and courtesy lights.

This is just a partial list of all the extras and special features included with this world-class yacht. "ARIEL" is beautiful, in perfect condition, and must be seen to be appreciated. With a replacement cost in excess of \$200,000, she is offered seriously at \$149,500. Call now to see "ARIEL", at our Lake Union Office.



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22'	Santana	1969	5,000.00
25'	Cal	1967	6,900.00
27'	Catalina	2 available '71, '78	frm 16,500.00
26'	Ariel	1963	10,500.00
27'	Vega Sloop	1972	22,000.00
28'	Triton	1963	14,500.00
29'	Cal 2-29	1975	27,900.00
30'	Columbia	1972	25,500.00
30'	Pearson	1978	27,500.00
30'	Santana	1980	32,000.00
31'	Mariner 31 Ketch	1971	30,000.00
32'	Traveller	2 available '77, '79	frm 49,500.00
32'	Westsail	1974	40,000.00
36'	Islander	1976	51,000.00
36'	Luders Yawl	2 available '76, '77	frm 49,000.00
37'	Endeavour	1980	78,000.00
37'	Irwin Cutter	1980	69,000.00
38'	Bristol 38 Sloop	1968	40,000.00
39'	Freya 39	2 available '78, '80	frm 79,500.00
40'	Cheoy Lee Midshipman Ketch	1975	79,500.00
41'	"Sea Tiger" Ketch	1972	79,500.00
41'	King's Legend Cruiser	1985	105,000.00
42'	Pearson 424 Ketch	1980	125,000.00
45'	Garden Porpoise Ketch	1977	145,000.00
51'	Morgan Ol 51	1976	125,000.00
32'	Scheel Sloop	1966	20,000.00
33'	Gaff-head Cutter, "STORNOWAY"	1926	29,000.00
35'	Garden Aux. Cruising Cutter	1979	55,000.00
35'	Cheoy Lee "Lion" Sloop	1956	38,000.00
40'	Sparkman & Stephens Aux. Yawl	1960	45,000.00
40'	Kettenburg K 40	1964	29,000.00
40'	Concordia Yawl	1957	65,000.00
28'	Carver Riviera Cruiser	1985	49,500.00
34'	Hunter Sedan Cruiser	1955	23,500.00
34'	Fairliner 340	1966	22,800.00
34'	Baltzer "Down Easter"	1948	18,000.00
55'	Chris Craft Constellation	1962	115,000.00
63'	Stephens MY	1966	90,000.00

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46'	Kettenberg	75,000	24' J/Boat, '82 10,000
43'	Fellows & Steward	50,000	23' Clipper 3,000
40'	Swift	80,000	22' Cotalino 4,500
37'	Custom Rocer	50,000	22' Columbio 3,500
36'	Islander	45,000	22' Rhodes/trlr 7,000
32'	Columbio Sobre	7,500	22' Tornado 2,000
28'	Peorson Triton	14,000	21' Freedom 12,500
27'	Col	8,000	18' O'Day Moriner/trlr 1,500
27'	Mull	13,000	16' 505/trlr 2,600
26'	Chrysler/trlr	12,000	16' 505/trlr 2,200
26'	Ericson	7,000	16' Contender & T 2,000
25'	MocGregor	8,000	13' Collegiate FJs (17) 1,195
24'	MocGregor/trlr	4,000	<b>POWER</b>
23'	Aquarius/trlr	5,000	29' Roughwater 19,000
			30' Owens 29,000

See Advertiser's Index  
in this issue  
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(415) 723-2811

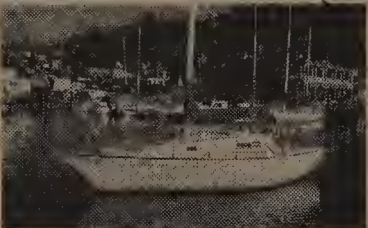


# EDGEWATER YACHT SALES

1306 BRIDGEWAY SAUSALITO, CA 94965 (415) 332-2060



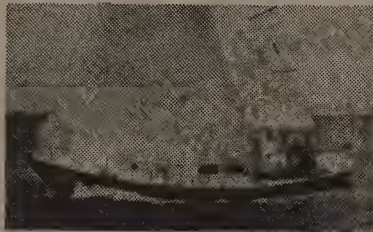
**34' DANISH P/H Cutter.** New dsl, all teak & trim, aft cabin, new paint & varnish. Asking \$30,000



**SAN JUAN 28.** Low hours, equipment, sails and interior look like new. Try \$18,500



**TANZER 22.** Fin keel, roomy with galley & dinette, shore power. Only \$3,500



**PEARSON VANGUARD.** Proven Bay or offshore cruiser. Clean interior, well equipt. Asking \$18,000



**24' PACIFIC DOLPHIN.** S&S design, Westerbeke i/b, handlaid fiberglass, all teak. Try \$8,500



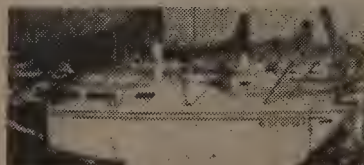
**J/24.** 1978, Barient winches, like new sails including spinnaker, Johnson o/b. Try \$7,000



# Fraser Yachts

San Francisco Bay  
320 Harbor Drive  
Sausalito, California 94965  
(415) 332-5311

★ Keoni Warinner ★ Carol Pratt ★ Dave Sheldon ★



**30' CATALINA 1982.** Must see, compare to new boat. Dsl, self-furling jib, wheel steering, Sausalito berth. Offered under \$30,000.



**28' LASER.** Bruce Farr designed and outfitted for fast single or double-handed sailing. Complete electronics. Owned by well-known yachtsman. \$33,950



**32' WESTSAIL cutter,** world cruiser/liveaboard, Saab dsl (overhauled '86), windlass, fatho, VHF, stereo, KM, teak cockpit. Terrific buy. Try \$39,000



**41' NEWPORT "RESOLUTE".** Very substantial racing/cruising yacht, designed by C&C, excellent list of modern navigation equipment and huge sail inventory, must see. \$59,950.



**80' WLM GARDEN Steel PH Cutter,** 1980. Just back from South Seas. Roller furling main, stays'l & jib. This is the best big boat value. Try \$175,000.



**62' WLM LAPWORTH World Cruiser.** This elegant performance yacht is flawless in every respect. Custom built, 3 private staterooms, large main salon, seats 8 for dining. Asking \$295,000.



## Cecil M. Lange & Son, Inc.

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LWL	32'6"
BEAM	11'7"
DISPL	25,900 lbs
BALLAST	10,500 lbs
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- 108' ISLAND TRADER '80.** Ketch. Unique, luxurious yacht. \$1,150,000
- 52' IRWIN '77.** Roomy ketch, Perkins diesel, radar, Loran, 2 heads w/shower & bath, anchor windlass, electronics & more. \$145,000
- 46' KELLY-PETERSON.** Extensively cruise-equip for world cruising. \$198,000
- 45' LANCER POWERSAILER '83.** Twin dsls, electronics. & more. \$149,000
- 41' MORGAN OUTISLAND '78.** Cruising ketch w/Perkins dsl, dodger, refrigeration & lots more gear. \$85,000
- 40' NEWICK CSTM CATMRN '83.** Wing mast, West sys, TransPac vet. \$96,000
- 40' PASSPORT.** Rare on used market. Forward head layout. \$149,500
- 39' FREYA '78.** Well rigged cruising cutter, Yanmar, vane, etc. \$79,500
- 38' CSTM SLOOP '81.** Canadian built Huntingford dsgn; cruising gear. \$79,500
- 36' PEARSON '73.** Masthead sloop with 14 sails, Westerbeke dsl, wheel, liferaft and more. Sturdy and well rigged. \$51,500
- 36' ISLANDER '74.** Wheel, Signet electronics, clean. Great Price!
- 35' CHEOY LEE LION '66.** Volvo dsl. Elegant lines. \$39,000
- 35' LUCAS CUSTOM '82.** Cstm aluminum racer w/super inventory. \$65,000
- 35' MAGELLAN '66.** Mahogany plankd aft cabin sloop w/S.F. berth. \$29,000
- 34' WYLIE '80.** Dsl, Loran, (9) sails, autopilot and more. \$49,500
- 33' NOR'WEST.** Burns design. Ideal world cruiser. \$49,950
- 33' PETERSON '78.** Well equipt ¾ ton racer-cruiser. Dsl, electr, etc. \$45,000.
- 32' CRUISING SLOOP '72.** Superbly built NZ kauri. Must see! \$25,000
- 32' ERICSON '72.** (5) sails, Atomic 4, and wheel. \$29,900
- 32' VALIANT.** Sturdy Perry design; cozy liveaboard. \$62,000
- 31' CHEOY LEE OFFSHORE, '69.** Ketch with Loran, dodger, plus! \$27,500
- 30' CSTM MULL '71.** Cold-molded kauri, dsl, hyd, exclnt sail inventory. \$29,500
- 30' ISLANDER MKII '71.** Call for great price!
- 30' NEWPORT MKII '77.** TillerMaster, race rigged, nice. \$30,000
- 30' YANKEE.** Sparkman & Stephens design. Call for details
- 30' H-28 MOD. '64.** Extremely clean; well-equip. A thing of beauty. \$27,500
- 29' CAL '72.** Five North sails, possible S.F. slip. \$23,500.
- 26' COLUMBIA MKII '69.** Roomy w/lines led aft. 2 anchors. S.F. slip. \$10,500
- 25' CORONADO '69.** Clean one owner with Gas House Cove slip. \$9,000
- 25' MERIT.** Good inventory, excellent condition. \$12,000
- 24' REINELL '82.** Little used power boat w/S.F. berth included. \$18,000
- 24' YANKEE DOLPHIN '68.** Sparkman & Stephens design. \$12,000

### CALL FOR MANY MORE LISTINGS.

**SELLERS:** If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.



1070 Marina Village  
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## SEA STAR 46'

A Brewer designed pilothouse cutter with inside and outside steering; plenty of accommodations for the cruising family! Near as we can tell, the only one on the market . . . \$149,500.

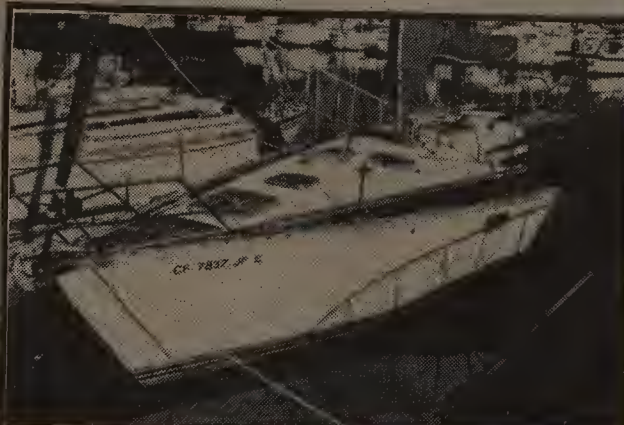
## SAIL BOAT BROKERAGE

### Sail Starters

20' Newport . . . . .	4,500
★ 24' C&C . . . . .	13,500
25' Cal . . . . .	8,950
25' Catalina . . . . .	14,900
25' Hunter . . . . .	12,000
25' US . . . . .	14,000
★ 27' Catalina . . . . .	14,950

### Traditional Designs

★ 30' Alberg . . . . . (2)	27,250
★ 30' Cape Dory kch	34,950
33' IC . . . . .	17,000
★ 35' Cheoy Lee Lion	39,900
36' Cheoy Lee . . . . .	59,000
★ 38' H. Christian . . . . .	85,900
40' Mariner kch . . . . .	68,000

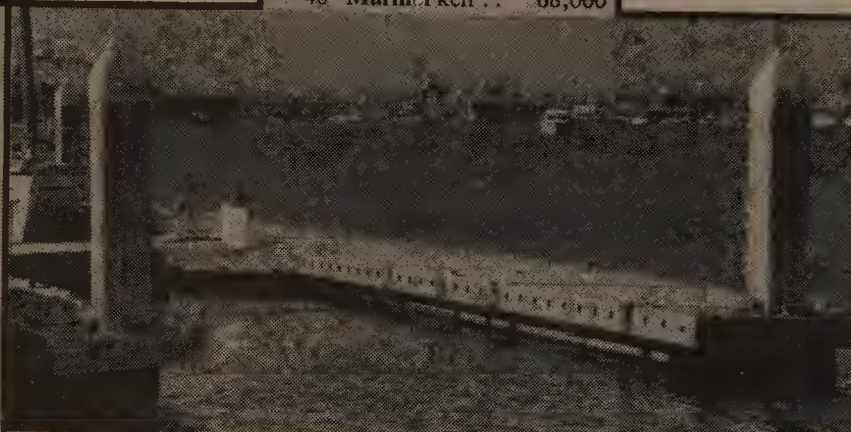


## JEANNEAU 45'

Ah! . . . the French know how to build them! This twin aft cabin performance cruiser includes radar, SatNav, dodger, plus much more. Don't miss this one, she is worth it! . . . \$189,000

### Bay & Coastal Cruisers

★ 27' Cal 2-27 . . . . .	19,500
27' Columbia 8.7 . . . . .	23,500
★ 27' Ericson . . . . . (2)	19,500
29' Cal . . . . .	23,500
29' Ericson . . . . .	29,500
29' Ranger . . . . .	19,800
★ 30' Hunter . . . . .	30,000
30' Cal 3-30 . . . . . (2)	29,950
★ 30' Ericson . . . . .	38,000
★ 30' Cal 9.2 . . . . .	33,000
★ 30' Pearson . . . . .	24,950
★ 30' Pearson 303 . . . . .	49,950
30' Ranger . . . . .	31,950
★ 32' Islander . . . . .	43,000
33' Ranger . . . . . (2)	34,500
★ 34' O'Day . . . . .	39,500
★ 34' Coronado . . . . .	27,500
★ 36' J/36 . . . . .	85,000



## THIS BERTH'S FOR YOU!!

We'll Bet You *One Month's Rent*  
That We Can Sell Your Boat in 120 Days  
Call us for details. Space is limited.

### Liveaboard/Cruisers

31' Monsun . . . . .	47,000
★ 35' C&C Mk I . . . . .	39,000
35' Ericson . . . . .	37,500
36' Islander . . . . .	57,500
36' Pearson 365 . . . . .	69,000
★ 37' C&C . . . . .	99,800
38' C&C Landfall . . . . .	76,500
39' Cal II . . . . .	76,500
39' Freya . . . . .	79,500
40' Endeavour . . . . .	99,500
41' Kings Legend . . . . .	89,500
★ 43' Amphitrite . . . . .	162,500
43' Ron Holland . . . . .	134,300
44' Peterson . . . . .	130,000
44' Spencer . . . . .	139,500
45' Jeanneau . . . . .	189,000
45' Lancer . . . . .	125,000
★ 46' SeaStar . . . . .	149,500
48' Cheoy Lee kch . . . . .	159,000

## POWER BOAT BROKERAGE

### Sedan & Motor Yachts

★ 25' Sea Ray . . . . .	29,950
★ 26' Trojan . . . . .	22,450
26' Sea Ray . . . . .	29,900
30' Sea Ray . . . . .	79,500
32' Chris Craft . . . . .	18,500
34' Sea Ray SB . . . . .	115,000
35' Chris Craft . . . . .	59,950
35' Viking . . . . .	99,950
★ 36' Uniflite AC . . . . .	97,000
38' Bayliner . . . . .	109,500
38' Chris Craft . . . . .	174,900
48' Pacemaker . . . . .	138,000

### Tugs & Trawlers

★ 32' Eagle PH . . . . .	69,500
★ 36' Sea Horse . . . . . (3)	69,950
41' PT . . . . .	109,000
42' Grand Banks . . . . .	155,000
★ 44' Marine Trader . . . . .	105,000



## KINGS LEGEND 41'

A comfortable pilothouse cruiser that doesn't sacrifice performance or stability. Dual steering with roller furl and spinnaker makes this an easy boat to handle . . . \$89,500



## O'DAY 34'

This boat needs a new owner quick! She has been on the market too long. The seller just came down another \$10,000 to \$39,500. Were talkin' serious folks! She's at our docks . . . Call now!



# SAUSALITO YACHT SALES

## ARIES 32



Play on the Bay and Coast in the strong and lively Aries 32 — we have a brand new Aries at our dock for immediate delivery. Give us a call for more information.



'82 LANCER 36. Bill Lee designed & a good quality performance cruiser, rigged for singlehanded sailing with new full battened main and roller furling jib.

A great value at \$57,875

## SELECTED BROKERAGE

27' CAL 2-27, 1976, diesel	\$22,500/Others
29' BRISTOL 29, 1968, appealing design	\$16,000
29' CAL 29, 1978, roller furling, main and jib	\$26,500/Others
30' ERICSON 30, 1969, new main & roller furling jib	\$25,000
30' ODYSSEY by Alberg	\$25,000
32' ARIES 32, cruising gems — several available	from \$34,500
32' FUJI, 1976, beautifully maintained	\$48,000
32' MARINER 32, f/g, full keel	\$47,500
33' VANGUARD, 1965	Offers
34' CAL 34, 1976, diesel	\$44,000
35' CUSTOM STEEL cutter	\$55,000/Others
35' ERICSON 35, 1972, great Bay sailor	\$38,000
35' GARDEN ketch, teak hull, diesel	\$30,000
36' CHEOY LEE Luders, 1976, cruise/liveaboard	\$49,500
36' ISLANDER 36, popular Bay boat	(3) from \$45,000
36' MARINER, 1979, Perkins diesel	Offers
36' PEARSON 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log, KM, WD, WS, refrig, gd sail inventory, + +	Asking \$65,000
38' BRISTOL, 1967, great shape	\$42,500
38' HOOD, 1982, tri cabin	\$99,000
39' FREYA 39, 1978, loads of cruising gear	Offers
40' CONCORDIA YAWL, 1957, cherry throughout	\$65,000
41' NELSON/MAREK, 1982, wheel . . . a winner!	\$95,000
41' SEA TIGER, ketch, bluewater cruise and liveaboard	\$79,000
42' PEARSON 424, an outstanding cruising yacht	\$128,000
43' C&C CUSTOM, 1972, lots of new gear & sails	\$80,000
44' LAFITTE 44, 1979, well-maintained	\$147,000
52' CHEOY LEE M/S, 1982, profes. maintained	\$315,000
62' LAPWORTH, designed sloop, 1967,	\$295,000

PLEASE CALL FOR ADDITIONAL POWER & SAIL LISTINGS

BAY & HUMBOLDT STREET, SAUSALITO (415) 332-5000

## NEW ZEALAND 45 1982

Fast cruiser. Excellent condition. Re-outfitted in 1987. Repainted spars. Roller furling North sail + #3 + genoa, spinnaker, mainsail by Hood. Large steering wheel. New VHF. B&G digital. New batteries. Hydraulic Navtec boom vang backstay. Main sail trim. New blocks. Winches rebuilt. Upholstery and more . . . !

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\$155,000.00 or trade for high quality art







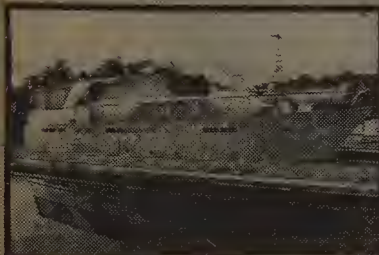
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Chris Craft 57 Twin GM871 dsIs, 3 staterooms, aft enclosure, 475K replacement value. Immaculate condition. Owner anxious. \$197,000/Offer.



Gulfstar 50 Was \$195,000. Now \$110,000. Clean and ship shape. Cruising equipped.



Swan 44 Quality and performance unsurpassed. Asking only \$165,000. Bring all offers.



50' Stephens 'Marilee'. Known by brokers as the best on the Bay. Just back on market. Reduced to \$137,000.

## TRAINED PROFESSIONALS TO HELP YOU

### SAIL • CRUISE • LIVEABOARD

59' Steel ketch	'81	\$250,000
52' Cheoy Lee	'82	315,000
44' Petersen	'78	125,000
44' Garden	'62	55,000
42' Pearson 424	'81	125,000
41' Freeport	(2) frm	95,000
41' Morgan O/I	(2) frm	85,000
41' Formosa	'72	79,000
40' Hunter	'85	90,000
40' Challenger	'74	84,500
39' Yawl	'14	29,000
39' Bristol	'67	39,000
38' Easterly	'78	79,500
38' Alajuela	'77	80,000
38' C&C Landfall	'80	76,500
37' Islander	'74	30,000
37' Irwin	'80	55,000
36' Freeport	'78	79,000
36' Islander	several frm	49,500
35' Cal	'80	69,000
33' Hunter	(3) frm	33,000
30' Baja	(2) frm	65,000
30' Pearson 303	'83	45,000

### PERFORMANCE YACHTS

44' Swan	'74	165,000
43' C&C	'73	78,500
41' Newport	'69	79,500
40' Islander Peterson	'79	82,500
36' J/Boat	'81	86,000
36' Yamaha	'81	75,000
30' Sonoma	'84	33,000

30' Kaufman	'80	31,000
30' S-2	'79	33,000
26' S-2	'84	29,000

### MOTOR YACHTS AND CLASSICS

96' Broward	'56	685,000
70' Hatteras	'78	895,000
70' S.A. Williams	'36	125,000
60' Nordlund	'79	525,000
57' Chris Craft	'69 (2) frm	197,000
55' Chris Craft	'62	130,900
50' Stephens	'60	137,000
50' Chris Craft	'60	110,000
47' Fantail Classic	'12	79,000
47' Pacemaker	'70	124,500
47' Monk trawler	(2) frm	79,000
42' Chris Craft	'64	69,500
42' Uniflite	'73	140,000
37' Hunter	'64	33,000
36' Grand Banks	'73	69,500
34' Wellcraft	'85	90,000
30' Classic	'27	22,000

### SPORTFISHERS

44' Pacemaker	'65	120,000
43' President	'83	165,000
38' Bayliner	'84	109,000
38' Chris Craft	'85	162,000
37' Pearson (glass)	'65	49,000
35' Viking	'79	105,000
35' P.T.	'85	115,000
34' Californian	'77	69,000

## FREE NAVIGATION AND BOAT HANDLING INSTRUCTION

### ASK ABOUT VIDEO TAPED LISTINGS

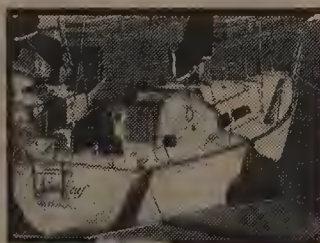
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# MILANO YACHTS



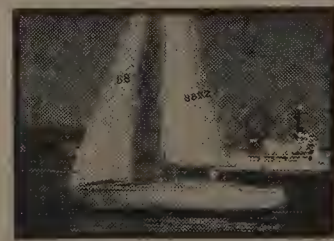
C & C 34 ONE OWNER  
\$ 54,700



ERICSON 38 TRI CABIN  
\$ 69,500



CAL 34 LIVEABOARD  
\$ 29,000



PALMER JOHNSON 30  
\$ 28,950

## BROKERAGE

### CLASSIC CRUISERS

23' Bear Boat	10,500
27' Nordic M/S	20,000
80' Pilot Ctr	95,000
45' Spaulding	99,000

### PERFORMANC SAILORS

24' Nightingale	9,500
27' Contest	17,950
27' Santa Cruz	12,000
30' Olson 30	22,000
30' P/J 1/2 Ton	26,950
30' Pearson Flyer	Trades
31' Peterson 1/2T	
33' Peterson	37,950
33' Rodgers 3/4Ton	39,500
34' Dash 34	38,500
34' Wylle 34	49,500
36' Custom Peterson	62,500
55' Swede 55	99,500

### OFF SHORE

27' Nor'Sea with trailer	44,500
28' Cheoy Lee	26,500
28' Southern Cross	25,900
31' Monsun	47,000
32' Challenger	35,000
32' Bristol	43,900
32' Atkins	59,500
33' Freedom	69,000
34' Columbia	34,000
37' Cal	29,000
34' Coronado	27,500
35' Niagara 35	69,500
35' Coronado	48,000
35' Fantasia	69,000
35' Rafiki	68,500
36' Pearson 365	65,000
38' Watkins	77,500
36' Magellan 36	57,500
37' Rafiki 37	65,000
37' Steel Cutter	69,000
38' DownEast cutter	79,900
38' Han Christen	offers
39' Lancer 39 M/S	88,500
40' S/S Custom 40	130,000
41' Cheoy Lee Ketch	89,500
43' Kettenburg 43	62,000
45' Explorer	110,000
48' Formosa 48	99,500
48' Morgan 48	150,000
47' Cheoy Lee Ketch	98,500
46' Stadel Ketch	130,000

\* indicates at our docks

### C & C QUALITY

24' C & C 24	14,000
26' C & C 26	25,000
27' C & C 27	25,000
30' C&C 1/2 Ton	23,000
30' C&C 30	38,950
34' C&C 34	54,700
35' C&C 35 MK II	49,500
36' C&C 36	62,500
36' C&C	76,500
40' C & C	120,000
40' C&C 40	110,000

### COASTAL CRUISERS

28' Islander	30,000
29' Ranger	21,900
30' Cal 3-30	27,950
30' Catalina	27,000
33' Inter.1 Design	17,000
33' Yamaha	34,000
34' Hunter 34	49,500
35' Bristol 35.5	70,000
35' Bristol 35.5	63,000
35' Bristol 35.5	78,500

### GREAT STARTERS

22' Catalina	6,000
22' Columbia	4,900
22' Santana	5,250
23' Ericson	6,500
23' Ranger	9,500
24' Windward	5,200
25' Bahama	9,600
25' Cal 2-25	23,000
25' Cal 25	19,500
25' Capri	8,500
25' Catalina	14,900
25' Ericson	13,500
25' O-Day 25	11,000
25' Pac. Seacraft	18,000
26' Dawson 26	14,000
28' Ericson	9,500
28' Pearson	9,000
27' Cal 2-27	16,500
27' Cal 2-27	19,500
27' Catalina 27	15,000
27' Coronado	9,500
27' Sun 27	17,000
28' Newport	18,000
29' Ericson	25,700
30' Catalina	35,000
30' Islander MkII	28,000
30' Pearson 30	28,600

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# KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor

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## (415) 456-1860



**44' LAFITTE Cutter.** 1979. Westerbeke dsl, radar, Zadiac w/OB, dadger, rad rigging, 8 bags sails, lots more. Excellent bluewater cruiser. **Asking \$144,950 or offers.**



**36' ISLANDER** 1980. 42 hp dsl, ideal cruiser. Nicely equipt including dinghy, wheel steering, stove w/aven. **Asking \$59,500.**



**32' DOWNEAST Cutter.** Yanmar diesel, TillerMaster. 6'4" headroom. Excellent for liveaboard or cruising. Competitively priced at **\$37,500.**



**30' BERMUDA Ketch** by Cheoy Lee. Teak hull, new rig in '84, full cover, 11 bags sails. Excellent offshore cruiser. **Asking \$25,750.**



### SWAN 44

Perkins 4-108 diesel, SatNav, Loran, liferaft, 10 bags sails. Shows very little use.

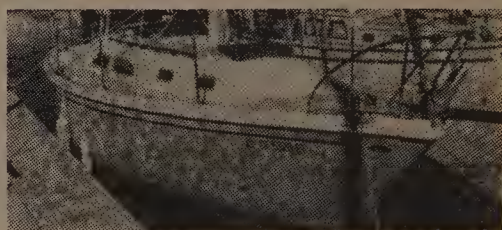
**Asking price \$159,000.**



**30' HERRESHOFF Ketches.** We have (2) at our sales docks. Bath show pride of ownership. **Asking prices start at \$23,500.**



**30' TAHITI Ketch.** Pine on oak. Izuzu diesel, sleeps 5. This famous Hanna design has cruised all over the world. **Asking \$23,000.**



**29' ERICSON.** I/B, wheel steering, furling jib, sleeps 6. Extremely roomy. Excellent for Bay & offshore cruising. **Asking \$21,900.**



**28' PEARSON Triton.** Carl Alberg design, I/B. Active Bay class fleet. Full keel, ideal for Bay & ocean conditions. 6' headroom, sleeps 4. **Try \$13,900.**



**CAL 2-25.** Excellent for many uses. Equipment includes Yanmar dsl, VHF, DS, MOB, 7 bags of sails incl'd spinnaker; very clean. **Asking \$16,500.**



**23' AMF Paceship** 1979 with EZ Haul trailer. Swing keel, 7.5 hp Evinrude a/b, 3 bags sails. Clean, excellent trailer/sailer. **Try \$5,500.**



**26' CHRIS CRAFT Commuter.** Rare 1957 model. Twin screw, equipment includes VHF, DS, stereo, boat levelers. Recent paint, very bristol. **Asking \$15,000.**



**38' FISHER North Sea Trawler.** Twin Turba dsl, 16K+. Extremely sturdy, ocean going yacht. Equipment includes radar, AP, ADF, Micratrac, 2 dbl staterooms. **Asking \$127,500.**



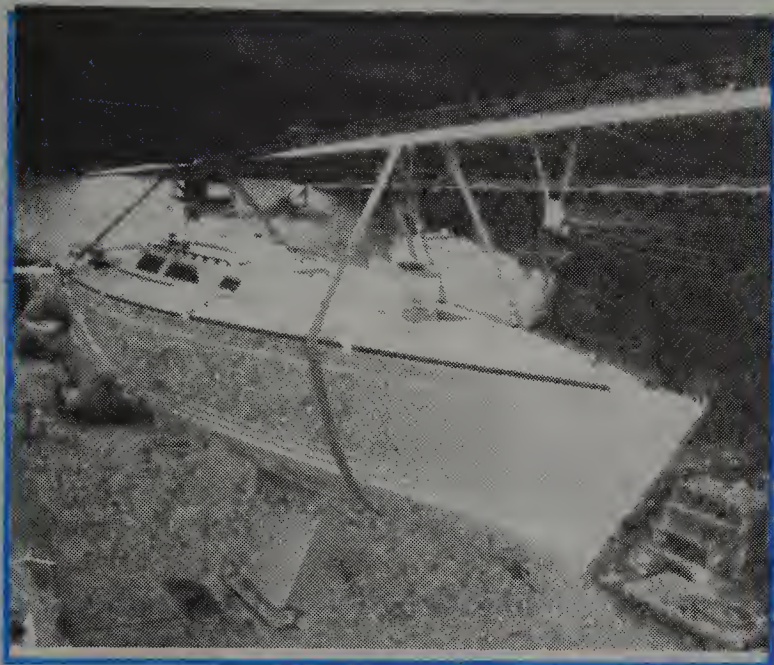
**50' STEPHENS Classic Motoryacht with flybridge** 1928. Part Orford cedar, twin Detroit dsls, kept in covered berth; good liveaboard. **Asking \$49,950.**

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# BEST BUYS IN BROKERAGE

We know every **Express 37** on the West Coast because we sold almost all of them new. **'GREYBEARD'** and **'FOGHEAD'** are two of the very best. They represent not only thoughtful, high quality outfitting for their owner's purposes, but excellent value to you.



## BLUE WATER CRUISING — **'GREYBEARD'**

(1985) was outfitted to the highest standards by an experienced blue water cruising sailor. She requires nothing to sail to the "latitudes": B&G Hornet & Hector systems, Northstar Loran, Magnavox SatNav, AMS autopilot, Maxi VHF, Lewco alternator controller, six person liferaft, Zodiac dinghy with outboard, custom storage, steering, refer, h&c pressure with shower, 110 with charger, nine self-tailing winches, spinnaker gear, Max prop, custom jib down-haul, seven bags Sobstad sails, much more. She is for sale due to family illness and a superb value at **\$117,500**. Call for an appointment to inspect her now.

## ONE-DESIGN RACING — **'FOGHEAD'**

(1985) is your boat for one-design racing. Outfitted for the owners by Chris Corlett to spearhead the Express 37 one-design fleet, **'Foghead'** has proven herself a long term winner: 1985 PHRF first in division, 1985 One-Design Champion, with a long list of hardware gathering since then. Her owners have maintained her beautifully. We even showed her in boat shows after several seasons of racing. She has all the Express cruising amenities: h&c pressure with shower, CNG stove with oven, 110 with cord and charter, f.w. cooled diesel. She's ready to race with Signet 1000 and 1500, two compasses, VHF, "grand prix" racing package, Navtec hydraulics, one-design + sail inventory by Sobstad: main, 3/4 oz tri-radial, 85% mylar storm jib with brand new mylar 150% and mylar blade. Epoxy/micron bottom new in summer 1987. Owner's relocation makes her seriously for sale at **\$120,000**. Shown by appointment.



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IMMACULATE CONDITION. LOADED W/GEAR. ASKING \$115,000.



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USED VERY LITTLE PLUS A NEW PAINT JOB. A STEAL AT \$16,950.



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MODERN CRUISER SET UP FOR EASE OF HANDLING. VERY REASONABLE PRICE OF \$108,000.



## GRAND

BANKS 32. CLASSIC WOODY IN GREAT SHAPE. "ORPHAN ANNIE". ASKING \$49,000.



## VALIANT

32. STURDY CRUISER SET UP FOR SINGLE-HANDED SAILING. MAKE OFFER.



SAIL .....	
26' S2 7.9 .....	21,950
27' HUNTER .....	28,000
28' LASER .....	34,500
28' SAN JUAN .....	22,000
28' MAIR 7/8th SLOOP .....	18,500
28' ISLANDER .....	25,000
29' ERICSON .....	25,700
29' BRISTOL .....	37,500
29' CAL .....	25,950
29' ERICSON .....	(2) 21,000 ★
30' ISLANDER MKII .....	(3) 19,900
30' CARTER .....	33,000
30' CAL 3-30 .....	24,900
30' OLSON .....	16,950
30' MORGAN MKII .....	28,000
30' ERICSON .....	38,000
30' CAL 9.2 .....	33,000
32' VALIANT .....	62,500
32' ISLANDER .....	45,000
33' HUNTER .....	29,950
33' SANTA CRUZ .....	36,000
33' TARTAN TEN .....	(2) 24,000
33' WYLIE .....	(2) 29,000
33' ROGERS .....	39,500
34' WYLIE .....	(2) 48,500
34' CAL .....	22,000
35' CORONADO .....	35,000 ★
35' C & C .....	75,000
35' SANTANA .....	55,000
35' ERICSON .....	33,000
36' LANCER .....	64,500 ★
36' ISLANDER .....	62,000
36' PEARSON .....	49,000 ★
37' SOVERAL .....	25,000
37' EXPRESS .....	95,000
37' IRWIN .....	69,000
37' BALTIC .....	95,000
38' FARALLON CLIPPER .....	35,000
38' FARALLONE CLIPPER .....	47,500
38' C&C .....	76,500
38' FARR .....	76,500
39' FREYA .....	(2) 79,500
39' WESTSAIL Cutter .....	79,500
40' CHALLENGER .....	84,500
40' MORGAN Ketch .....	50,000
40' NORDIC .....	139,500
40' PEARSON .....	70,000
41' NEWPORT .....	85,000
41' MORGAN O/I .....	85,000
41' NELSON/MAREK .....	95,000
42' PORPOISE Ketch .....	110,000 ★
43' C&C .....	78,000
43' AMPHITRITE .....	162,500
44' CHOY LEE .....	162,500
45' LANCER .....	125,000
46' PETERSON .....	135,000
46' FISHER MOTORSAILOR .....	285,000
46' MOTORSAILOR .....	150,000
47' S&S Custom Slp .....	175,000
47' VAGABOND .....	125,000
47' S&S CUSTOM SLOOP .....	175,000
48' PILOTHOUSE Ketch .....	250,000 ★
50' SANTA CRUZ .....	169,000
51' MORGAN O/I .....	179,000
55' CRUISING Ketch .....	125,000
101' NEVINS .....	300,000
108' ISLAND TRADER AUX. 1 .....	150,000
POWER .....	
21' STARFIRE .....	24,000
25' FARALLON OFFSHORE .....	35,000 ★
28' BERTRAM Flybridge .....	49,500
30' CLASSIC Fairchild .....	44,750
32' CLASSIC FAIRCHILD .....	44,750
32' GRAND BANKS .....	44,750
34' RIVA .....	89,000
★ SAN FRANCISCO BERTH INCLUDED	

## OLYMPIC

47. BEAUTIFUL OFFSHORE CRUISER W/3 PRIVATE CABINS. A MUST SEE AT \$159,000.



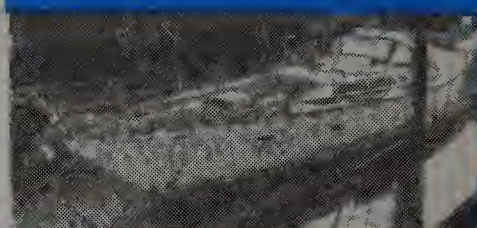
## CONTESSA

43. WELL MAINTAINED. SUPER RACER/CRUISER. READY TO GO. ASKING \$119,000.



## CHEOY LEE

48. FANTASTIC CENTER COCKPIT KETCH. BEST BUY ANYWHERE AT \$119,000.



## YAWL 54'.

S & S DESIGN BUILT BY ABeking AND RASMUSSEN. INCREDIBLE BUY AT \$79,000.



## MORGAN

51. LOADED WITH GEAR & PRICED BELOW MARKET AT \$179,000.



## 62' LAPWORTH

CUTTER. THE ULTIMATE IN CAREFREE COMFORT & SAFETY. ASKING \$295,000.

